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TO-DAY'S WEATHER FORECAST:—East Winds, Moderate to Fresh, Cloudy, Probably Some Drizzle Later; Coastal Fog.

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DIARY OF LOCAL EVENTS

Tuesday, April 16

Auctions.—Italian Marble Works by the most famous Italian Sculptors, Lammert's Hong Kong Sales Room 2.30 p.m.; Sale of Postage Stamps, 5.15 p.m.; Sale of Machines, 11 a.m. at China Auction Rooms.

Exhibition.—Paintings, Drawings and Sculpture by Mr. Luls Chan, Gloucester Hotel Lounge.

Lecture.—Father Finn, S.J., Geography and History Section, H.K. University, Room "K," 5.15 p.m.

Cinemas

King's:—"Judge Priest."
Queen's:—"Society Doctor."
Central:—"Ruggles Of Red Gap."
Oriental:—"Babes In Toyland."
Alhambra:—"Flirtation Walk."
Majestic:—"100 Per Cent Pure."

Meetings.—St. Andrew's Club Committee, 9 p.m.; Annual, A. S. Watson and Co., Ltd., Hong Kong Hotel, 11.30 a.m.

Miscellaneous.—Rotary Tiffin, Hong Kong Hotel; Claims against the Estate of Arthur Stanley Townley-Fullam, due.

Sports

Athletics.—Royal Artillery, Soekunpo.
Hockey.—Police v. Y.M.C.A. (Police Training School), 5.15 p.m.

Snooker.—Steel Coulson League, Royal Engineers v. St. Patrick's; Prison Warders v. Chief and Petty Officers; Garrison Sergeants v. Dockyard Police; Central Police v. Water Police, 7 p.m.

Sunrise.—6.03 a.m. Sunset.—6.43 p.m.

Tides.—High at 8.25 and 20.13. Low at 1.47 and 14.03.

Wednesday, April 17

Auctions.—Leasehold Property Sale, Hughes and Hough's Sales Room, 3 p.m.; Lammert's Sale of Household Furniture, 526 The Peak, 10 a.m.; 35 Hankow Road, Kowloon, 2.30 p.m.

Exhibitions.—Paintings, Drawings and Sculpture, Gloucester Hotel Lounge.

Cinemas

King's:—"Judge Priest."
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Central:—"Jew Suss."
Oriental:—"Babes In Toyland."
Alhambra:—"Ruggles Of Red Gap."

Lectures.—Affiliated Units Nursing Detachment, Volunteer Headquarters, 5.03 p.m.

Meetings.—Annual, Hong Kong Realty and Trust Co., Ltd., Exchange Building, 2nd floor, noon; Chinese Chamber of Commerce.

Miscellaneous.—Claims against the Estate of Sir Frederick Charles Allen, due; Whist Drive, Seamen's Institute, 9 p.m.; Ladies' Committee meet in Hong Kong Union Church Hall, 10 a.m.; Kowloon Union Church Women's Guild, 10 a.m.

Moon.—III Moon, 15th Day.

Religious.—Performance of John Massfield's "Good Friday," St. John's Cathedral, 9 p.m.; Lenten Mission, Catholic Cathedral, 6 p.m.; St. Andrew's Church, 6 p.m.

DEMANDS FOR GERMANY

Revision Of All Restrictions

(Special Air Mail Service)

London, March 30.
Herr Hitler's demands for Germany, in his conversations with Sir John Simon in Berlin yesterday, have proved even far more sweeping and uncompromising than had been expected.

In effect he insists that practically all treaty restrictions be removed and that Germany takes her place free and unfettered among the nations. He demands equal strength in the air with Britain and France, the level to be governed by the strength of the Soviet air force.

A fleet of 400,000 tons, which would give Germany a 4/5 ratio with Britain, or practically double the French strength under the Washington Treaty.

Reunion of East Prussia by the elimination of the Polish Corridor, and a declaration that the present Eastern frontier is not permanent.

Readjustment of the Czech frontier and the return of 3,500,000 Germans to the Fatherland.

An economic union (Anschluss) with Austria.

Herr Hitler is credited with a desire to conclude single pacts of non-aggression with Germany's neighbours on condition that all questions of friction between them are eliminated.

Then Germany would return to the League for the purpose of signing a general settlement—but not before.

According to one estimate the minimum demands for the German forces would result in a 50 per cent stronger army than that of France.

Mr. Eden left Berlin for Moscow last night. Sir John Simon will leave for London by air at 10 a.m. to-day.

CAPTURE OF RED STRONGHOLD

(Special to the "Hong Kong Daily Press" (Copyright).)

Changsha, Hunan, Mar. 13.

The capture of Tayung, an important Communist stronghold in northern Hunan province, is confirmed by the headquarters of the First Route Army of the Bandit suppression forces at Changteh.

The First Route Army reports dated March 11 state that Tayung was taken by Government forces in March 10. The Communists withdrew through the West and North Gates, and are now fleeing towards Yungshun with Government forces in hot pursuit.

China United Press (by mail).

MR. SUN FO PRESIDES

At Co-operative Conference

(Special to the "Hong Kong Daily Press" (Copyright).)

Nanking, March 14.

The second session of the National Co-operatives Conference was held here this morning under the chairmanship of Mr. Sun Fo, President of the Legislative Yuan. More than 100 delegates were present, including Mr. Chen Kung-Po, Minister of Industries, Mr. Chin Fen, Vice-Minister of Finance, and Mr. Liang Shu-Ming, the well-known philosopher and rural educationist.

This Conference, convened jointly by the National Economic Council, the Rural Rehabilitation Commission and the Ministry of Industry, was formally opened yesterday afternoon, the opening ceremony being presided over by Mr. Wang Ching-wei, President of the Executive Yuan. In his address, President Wang said that though the Conference was called upon under joint auspices of the National Economic Council, the Rural Rehabilitation Commission and the Ministry of Industry, no proposals, however, have been submitted by any of these Government organs. He therefore invited the delegates to offer their views freely on measures for the promotion of the co-operative movement in this country.

THREE POINTS

Turning to the aims of the Conference, Mr. Wang said he wished to emphasize three points. Firstly, the Conference should devote particular attention to the organization of the co-operative movement and to measures calculated to promote the same. Secondly, the various technical problems connected with the co-operative movement should be thoroughly thrashed out while they were in Conference together. For instance, measures should be devised for recruitment of more peasants as members of co-operative societies, and also simplifying the accounting system so that the accounts of the societies may be open and ready for inspection by members at all times. Thirdly, discussions should centre on measures calculated to invite greater investment in rural districts.

In to-day's session, Dr. Leonard Hsu made a brief report on the results of the examination of the various proposals submitted by the delegates. He said altogether 107 proposals were received by the Conference, and that while part of these have been referred to the various sub-committees for discussion, the result will be brought before the general session later. After hearing several other reports by the sub-committees, the meeting broke up at 12 o'clock.

China United Press (by mail).

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MOTORS AND MOTORING

"The Observer" Trials

I have lately received a large number of letters asking for advice on the buying of new cars and the sale of old ones, and for fuller information on the manner in which the tests are made, on which I make periodical reports, writes a correspondent. I do not make any individual recommendations on the choice of cars, old or new. From time to time, on the request of makers or dealers, I take out the latest models and put them through a series of tests, the results of which tell me everything I want to know except the durability of the cars and their components. My reports contain every useful information I have been able to gather and my personal opinion.

I feel, after re-reading some of my correspondence on the subject, that I ought to stress that word personal. If it is not exactly true that no two people like the same car equally, it is certainly true that no two expect the same results from it. We are an extremely individualistic people, and, in spite of all the evidence to the contrary, resist very stubbornly all attempts to standardise our tastes. We may, from sheer laziness, acquiesce in this or that unimportant fashion, but when it comes to the things that really matter we will have nothing that is not of our own choice, nothing that is not personal.

If it were possible I believe that ninety per cent. of us would go to infinite trouble to ensure our cars being unmistakably different from anybody else's. The egg-like resemblance of most of the cars you see in America will never be accepted here.

THE IMPORTANT POINTS

What I happen to think of any particular car may be quite different from what everybody else thinks, for more reasons than one. Price, power, behaviour are all taken into account by every buyer, but by no two buyers in the same proportions. My own procedure is to decide first of all whether I would like to own the car under test, regardless of price or anything else; secondly, whether it would be a suitable sort of machine for the work I exact from any car I buy; thirdly, whether it is, in my view, especially suitable for some particular job such as town-work, or long-distance touring, or hack-work—which is, in general terms, donkey-work. The hack-car is, so to speak, tied up to the fence, and anybody who wants to go anywhere on any job just gets in and goes there, as if by tram. I have the highest admiration for the hack-car. There are not very many that I can remember surviving the ordeal.

The fourth is, for most people, the acid test—is it worth the money? On these points I try to form a fair judgment.

As it is an entirely personal affair, there are, naturally, certain features in design and construction which get more marks from me than others, and "vice versa." In performance, for example, I rate very highly swift acceleration and the ability to reach and maintain a high speed without noticeable effort. I do not really care for the maximum speed in itself, but the car for me must be able to go fast as if it liked it. If it cannot, it means, in nearly every case, that it is a tiring car to drive at any but the most modest pace. The steering must be of the "forget it" sort—light, steady, and fairly high-gear. The suspension must give rigid road-holding in all circumstances, particularly on bends, but I do not expect any but an expensive machine to combine this essential quality with perfectly shockless riding at all speeds.

Brakes must, of course, be more than adequate. They must be like the steering, producing the right results without perceptible effort. The seating must be comfortable. Time was when we thought little of such things as properly-angled seats, draught-scutching, elbow-room and so on. To-day, they are almost as important as anything else. Driving a car safely and in such a way as to please your companions as much as yourself grows monthly more difficult in this country, calls for more and closer attention. You cannot concentrate on the job if you are in the last uncomfortable.

A car with an uncomfortable driving seat is a dangerous car. If nobody sits comfortably in it for any length of time it is a waste of money. Everybody will hate it.

NEW "OBSERVER" ROUTE

Other things to which I attach great importance are low weight and general accessibility. The first is so rare that I can count the truly light cars on the fingers of one hand, with a good margin. The second, a few years ago almost universal, is now "losing ground." It may be true that a modern car needs far less attention than an old one (my experience teaches me the exact opposite, but let it pass), but, none the less, I still believe that such things as gear-boxes, differential-cases, universal-joints, brake tension-controls, batteries and oil-filters should be easily and quickly get-at-able.

The cars are all taken over the same route, which includes the run over Box Hill for flexibility against the collar and for good springing, and the timed ascent of Peblecombe Hill, which has a gradient of one in six or worse. All sorts of road-conditions are met with, and at the end I know fairly certainly how the cars will behave in all ordinary circumstances.

A YEAR'S TRIALS

Here is the list of cars tried since March 4, 1934: Humber Vogue, March 4; Citroën 12-h.p., March 18; Hillman 16-h.p., March 25; Sunbeam 20-h.p., April 3; Rover 10-h.p., April 29; Standard 16-h.p., May 6; Rolls-Royce 40-h.p., May 13; Daimler Straight-eight, May 20; Austin 18-h.p., June 3; Sunbeam Dawn, June 10; Standard 10-12-h.p., June 17; Triumph 10-h.p., June 24; Lanchester 18-h.p., July 1; Hillman Minx, July 8; Austin 10-h.p., July 22; Vauxhall 20-h.p., July 29; Lagonda 10-h.p., August 12; Singer 11-h.p., October 28; Daimler 15-h.p., November 4; Rover 14-h.p., November 18; Humber Snipe, November 25; Citroën 12-h.p., December 16; Morris 20-h.p., December 30, 1935; Wolseley 14-h.p., January 20; Lancia 12-h.p., January 27; Triumph 12-h.p., January 10; Rover 10-h.p., February 17.

PEDESTRIAN GUARD RAILS

Pedestrian guard rails are being erected at the Britannia crossing, Camden Town, and in Whitechapel Road at the junction with Cambridge Road, Stepney, as part of the experiment which the Minister of Transport is carrying out in collaboration with the highway authorities concerned.

The Minister has also invited the appropriate highway authorities to co-operate with him in similar experiments at Cambridge Circus, Westminster; Marquis of Granby junction, Lewisham; and Streatham Hill Station.

The rails will be erected at the edge of the footpaths to prevent pedestrians from stepping off the kerb in dangerous places and to guide them to the marked pedestrian crossings, where there will be gaps in the rails.

Three types of guard rails have been selected. One feature which they have in common is that movable sections are to be provided for the convenience of frontagers. The rails will be erected 12 inches from the edge of the kerb and will be about 3 ft. 3 in. high. If the guard rails succeed in their purpose at the above sites, the experiment will be extended.

Experiments with the rigid post and the post and chain types of guard rails have already been made in various towns in the provinces, notably Brighton, Scarborough and Wolverhampton, but on a much smaller scale.

WORDS OF WISDOM

The Minister of Transport said recently: "In the spirit of true brotherhood let us consider how much may depend upon our action on the road, and help to inspire in others the craftsman's pride in a job well done." Another interesting statement of his was: "Nearly one-fifth of those killed and one-quarter of those injured on the roads are pedal cyclists. Pedal cyclists constitute the major part of the problem of road accidents. Could any stronger argument be advanced for the principle of segregating traffic according to its class?"

MOTOR JOTTINGS

THE WILLING HORSE

Experiences With 8 h.p. Ford

Superchargers! How much discussion there has been about them! One would think that an ordinary man had but to fit a supercharger and find his faithful car transformed into a fiery, petrol-eating steed, fit only to challenge Nuclari with, or to qualify one with a long bill as a member of Casque's Pelican Club.

Yet how far is this from actual fact, if supercharging is intelligently employed. I have driven quite a number of supercharged cars of various types. Some of them, by the very nature of their construction, were fiery war-horses. Others, more gently nurtured, had all the characteristics of well-groomed stallions merely eager for the open road, ready to do what one liked, to walk, to gallop, just to give good service in a willing way.

To Watch a Trial

Going down to watch the London-Eteter Trial. I was driving an 8 h.p. Ford with a Centric blower fitted. The little Ford is a good enough car, as is vouched for by the thousands on the road, but it is not a racing car. Nor did the addition of a supercharger transform it into one. When Mr. C. H. Strang, of Centric Superchargers, Ltd., Ribbles Bank Mills, Bow Lane, Preston, offered me the car, and also the pleasure of his company on the long run, because he, too, wanted to see a long-distance trial, he remarked, naively, "We shall get there all right, you know; it won't let us down."

His confidence in the car was based upon nearly 12,000 miles running, without any sort of overhaul except the usual periodic decarbonisation. Nor did I find any reason why the car should give trouble, since no matter how hard I drove it, it purred along just as sweetly. The blower was of the low-boost type, giving 5 lb. maximum pressure in the induction pipe. Running with the throttle light, the blower, indeed, registered no pressure on the gauge. As soon as one put one's foot on the throttle, however, even at very low speeds on top gear, there was a low hum from the carburettor, up went the gauge, and there was the effect of another gear being brought into action. One did get the impression that the engine appreciated the extra help, the even distribution, and the good carburation, so that it never needed any "urging on."

Lubrication

The blower had a small oil tank on the dash, which fed oil to the ball-racers and vanes, by means of a small external pump. An ingenious system on this car was a balance pipe from the pressure side of the blower to the tank, so that the flow of oil to the pump was further regulated by the blower's own needs, and this latter on a 450-mile journey used a mere 4 pint of oil! Another advantage is that a small amount of oil collects in the blower when the engine is standing for any length of time, and is blown on to the cylinder walls, as soon as it is started. This may account for the very small wear in the cylinder bores—0.002 in. ovality after 10,000 miles—on a small, high-revving engine. The petrol consumption worked out at 29 m.p.g. over "trials" going, with much use of the lower gears.

The Ford had a special aluminium head to give a lower compression and also to provide in the casting a mounting for the blower. As a precaution special exhaust valves had been fitted, but apart from this the engine was quite standard.

Figures

We also took the car to Brooklands, and dodging in and out of the obstructions where the track was being repaired, on a wretched wet day, got a few figures: 10-30 m.p.h., on second gear, 6 3/5 sec.; on top, 14 sec.; 0-50 m.p.h., 18 2/5 sec.; the standing quarter-mile, 24 sec.; and the flying quarter-mile, 69.23 and 68.18 m.p.h. Enough to prove that the car has a fine performance. It costs a mere £147, with Centric supercharger fitted. The price of the supercharger

Why Cars Age Quickly

"SODA WATER" IN THE CYLINDERS

Motor-cars, it can be fairly said, are improving steadily in all respects save one. They are faster, safer, more comfortable, more easily handled, better value for the money, but in respect of depreciation they are not better, indeed, probably worse, than the cars of ten years ago.

Depreciation is about the largest factor in the cost of motoring, as every owner who has been reckoning up his expenses for the past year knows full well. You put down, say, £50 for petrol—and you get a lot of miles for £50 in the average English car—and so much for other items, but if you estimate the present market value of the car you will have to put down as depreciation at least one quarter, more likely one-third, of its cost price, if it is new, and half that amount if it has passed its second birthday.

FICTITIOUS DEPRECIATION

Some of that depreciation is fictitious. The moment a car has been sold and registered its value has dropped 10 per cent. or so, although it has not left the showroom. That is an outcome of the tremendous business in second-hand cars, in which supply constantly outruns demand. But the greater part of depreciation is on a too real, and it manifests itself in the modern car with startling rapidity after it starts life.

The chief reason why cars age so quickly seems undoubtedly to be engine wear, and particularly cylinder wear. Excessive cylinder wear is reducing the life of the average car by tens of thousands of miles or alternatively involving its owner in frequent and costly overhauls. This is the view of, among others, one of the largest London dealers in secondhand cars, Mr. Maurice Newham. He finds that a large proportion of used cars suffer from what he calls underbase pistons in over-size cylinders, although the speedometer figures show that they have been relatively little used.

CORROSIVE CONDENSATION

Corrosion when the cylinders are cold is the trouble. When the pistons are at work in the cylinders before they have warmed up the wear may be eight times as great as in normal conditions. The products of the burnt mixture of petrol and air condense on the cold cylinder walls, and that condensation is a sort of soda-water, full of carbon-dioxide, which is highly corrosive.

Having learnt that, what are we to do about it? So far I do not think the manufacturers have been very helpful. One or two have taken steps—not very vigorous ones—to explain to clients the importance of rapid warming up, and tell them that letting the engine idle for some minutes after starting up and before driving off is the worst thing possible. One distinguished engineer urges everybody to have a thermostat fitted as the best way of attaining rapid warmth, and he couples with it the advice to drive off out of the garage the moment the engine fires, because putting it under load helps the warming-up process.

AN EXPENSIVE HABIT

On the other hand, half the cars are now being fitted with easy-starting devices, hot-spot manifolds and automatic chokes and so forth. Unless the owner is warned at the outset, these devices simply invite and encourage the habit of letting the engine idle until it is warmed up, and so contribute very handsomely to the nation's bill for rebored cylinders and new pistons, which, with the waste of oil and reduced miles per gallon, comes to some millions of pounds per annum.

For us owners the best advice from the experts is to use an upper cylinder lubricant and never let the engine idle when cold. But it is high time the manufacturers tackled the problem from their end. Are not corrosion-resisting cylinder walls possible?

UNCONVENTIONAL DESIGN

The most unconventional motor-car yet produced has been on set is £30, with a £2 charge for fitting and tuning.

The supercharged model is not produced in any way in conjunction with the Ford company itself.—B.P.W.T.

show in London and Berlin this past week. It is the latest Tatra, product of a factory in the wilds of Czechoslovakia, where 5,000 farmers' sons are employed turning out cars and lorries that are making a name all over the Continent. This car has a frame consisting of a thick tubular backbone, with hinged to it at either end, a pair of wheels on half-axles, each wheel being thus independently suspended.

Engine and gear-box are at the rear, one on each side of the rear axle. The engine is a V-eight, air-cooled. In the body, above and forward of the gear-box, is a luggage space and then two seats, each broad enough to carry three persons.

The whole body is beautifully streamlined and the design looks both shapelier and more practical than I have previously seen. The body is unusually low, but headroom and the depth and size of the windows are unusually generous. The driver's view is excellent.

NO REAR WINGS

Whether or no this is a forerunner of the car of the future, one minor point of its design is bound to come. The Tatra has no rear wings. The body sides come right out to the full width of the car and sweep in one unbroken curve from the rear doors round over the wheels into the tail.

Some modern cars of conventional design, notably the Ford de Luxe, take their body sides out to the full width, and it does not need much courage on the part of the designer to abandon the semi-circular wing and enclose the wheel within the side. It means more seating room, less mud-splattering and easier cleaning. The Tatra can be seen at 87, Davies-street, London, W.

TAX LOAD

Motorists Up In Arms

Rebelling, under a tax load that has reached the staggering total of \$9,553,800,000 since 1919, American motorists are marshalling their forces for a fight to the finish for relief.

Motor registration fees, petrol taxes, federal excise taxes, and personal property and municipal levies last year alone totalled \$1,137,872,000.

Motoring organizations will oppose renewal of the Government excise taxes which expire next June 30, and also will urge state legislatures to pare down the high petrol taxes.

In some States, it was pointed out, county and city petrol taxes are levied in addition to the State impost. In Alabama there is a county tax which runs as high as three cents a gallon and a city tax as high as two cents. Thus, in addition to state levy of six cents and a federal levy of one cent, many motorists pay an aggregate tax of twelve cents on a gallon of petrol.

The highest State tax is levied by Tennessee and Florida, seven cents per gallon, followed by Arkansas, 65 cents, Georgia, Mississippi and the Carolinas, six cents, with Arizona, Idaho, Kentucky, Louisiana, Montana, Oregon, Virginia and Washington levying five cents taxes.

State and federal petrol taxes alone last year cost motorists a total of \$699,322,000, an average levy of \$30.40 a car, and represented 43 per cent. of the retail price of the petrol sold.

The policeman watched a bad player of the concertina walking up and down the middle of a long street and was surprised at the number of people who came out of their houses and gave him money. When the man had disappeared the policeman turned to a gentleman who was sitting in a motorcar drawn up to the pavement and said "He was a rotten musician to set all that."

QUITE SIMPLE

Hydraulic Brakes

With more than 1,000,000 Plymouth cars already using hydraulic brakes, the 1935 Plymouths on display here have hydraulic brakes with improvements developed through years of actual experience.

Plymouth hydraulic brakes are simple in design, based upon the fundamental law of physics that pressure applied to an enclosed column of fluid is transmitted equally and undiminished in all directions. This means they are always equalized.

Differing from other types of hydraulic brakes, the Plymouth brakes to act depend upon self-energizing action. They have two pistons per wheel, instead of one, so that each brake shoe is moved positively into contact with the drum by its own piston.

Engineers made a notable improvement in the Plymouth brakes this year when they increased the size of the rear cylinders so that the piston operating the rear shoe is larger than the one operating the front shoe. This change was made after the engineers discovered that the front brake shoe did a slightly greater share of the work because of the forward movement of the car. Now, the larger rear pistons increase the pressure on the rear shoes so the rear shoes do same amount of work as the front.

In addition to this improvement, the length of the rear brake lining has been increased. The result is a gain of approximately twenty per cent. in effective braking area. A new design of "stepped wheel cylinders" is used to further improve the braking system.

In recent "safety lane" tests conducted in cities throughout America, Plymouth brakes obtained a high percentage of approvals. One test showed 92 per cent. of all Plymouths were "okay," as compared with other percentages as low as 56 per cent. and 33 per cent.

"He may be," said the gentleman sitting in the car, "but he's a well bookie."

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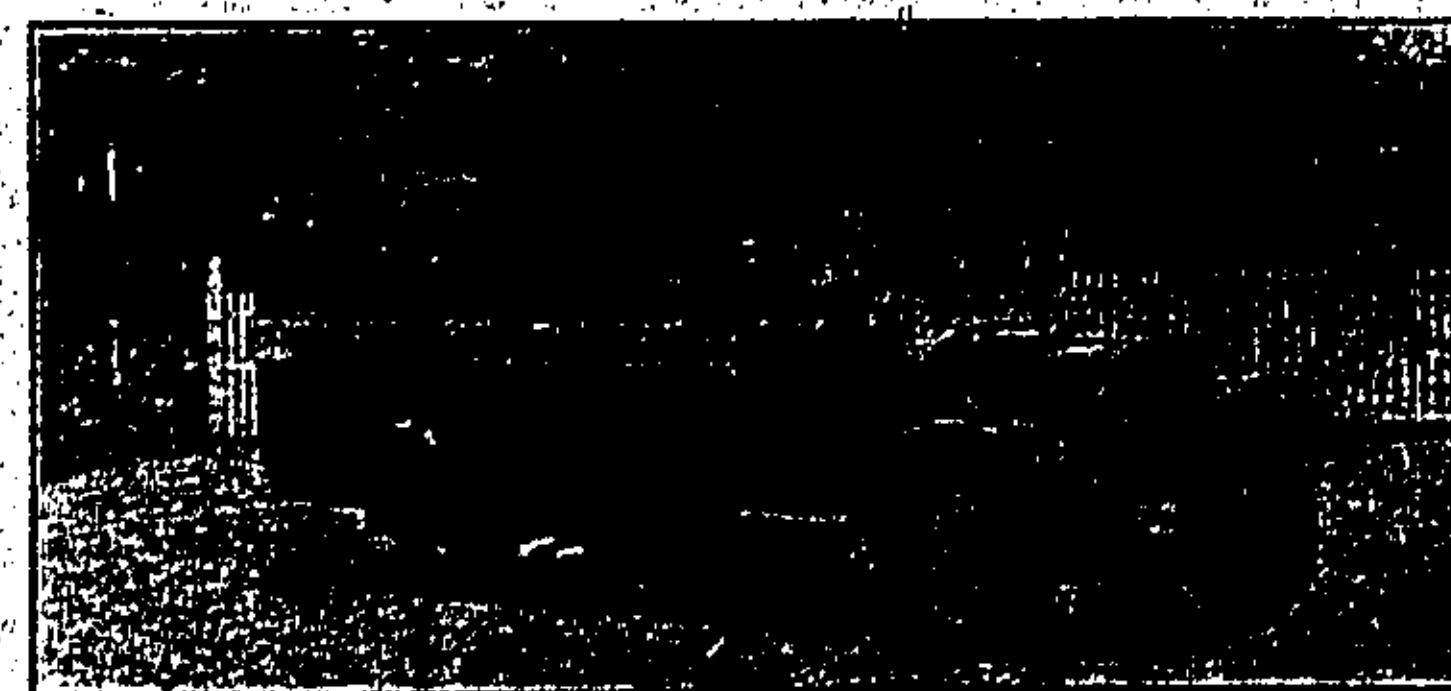
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Sore and throbbing gums often make baby cry during teething, but he is soon soothed with Woodward's Gripe Water.

For seventy-five years Woodward's has kept babies smiling; correcting indigestion, flatulence, colic, teething troubles. Contains no opiates, and is safe for babies of all ages.



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GRIPE WATER**
keeps baby well

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The Proven STOMACH REMEDY for Bad Cases

Amazing evidence of the remarkable speed with which indigestion and stomach pains can be stopped has been revealed by medical experiments and X-ray photographs of actual cases. These prove the ingredients of "Bisurated" Magnesia to be the quickest acting and most effective known to medical science. Within 5 minutes a teaspoonful of "Bisurated" Magnesia in a little water produced complete relief in cases where numerous other remedies had failed entirely.

Its Action Explained—

Simply take a teaspoonful of the powder in a little water. The moment this soothing draught reaches the burning stomach it begins to soothe the sour, fermenting undigested food. The contents of the stomach become as bland and soothing as milk to the sensitive stomach lining. The pain quickly lessens and presently disappears. By following up the treatment after each meal, your harassed stomach will soon lose its nervousness and grow strong, until you can eat whatever you like and enjoy every meal, without fear of wind and pain.

A NOTED ENGLISH DOCTOR SAYS:

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H.G. — M.A., M.R.C.S., L.R.C.P.
ANOTHER DOCTOR SAYS:
"Bisurated" Magnesia gives excellent results and is the ideal remedy for stomach pains and acidity. It is particularly recommended for Dyspepsia, Gastritis, Stomach Pains, Flatulence, and even Stomach Ulcers."

H.L. — Faculty of Medicine, Paris.

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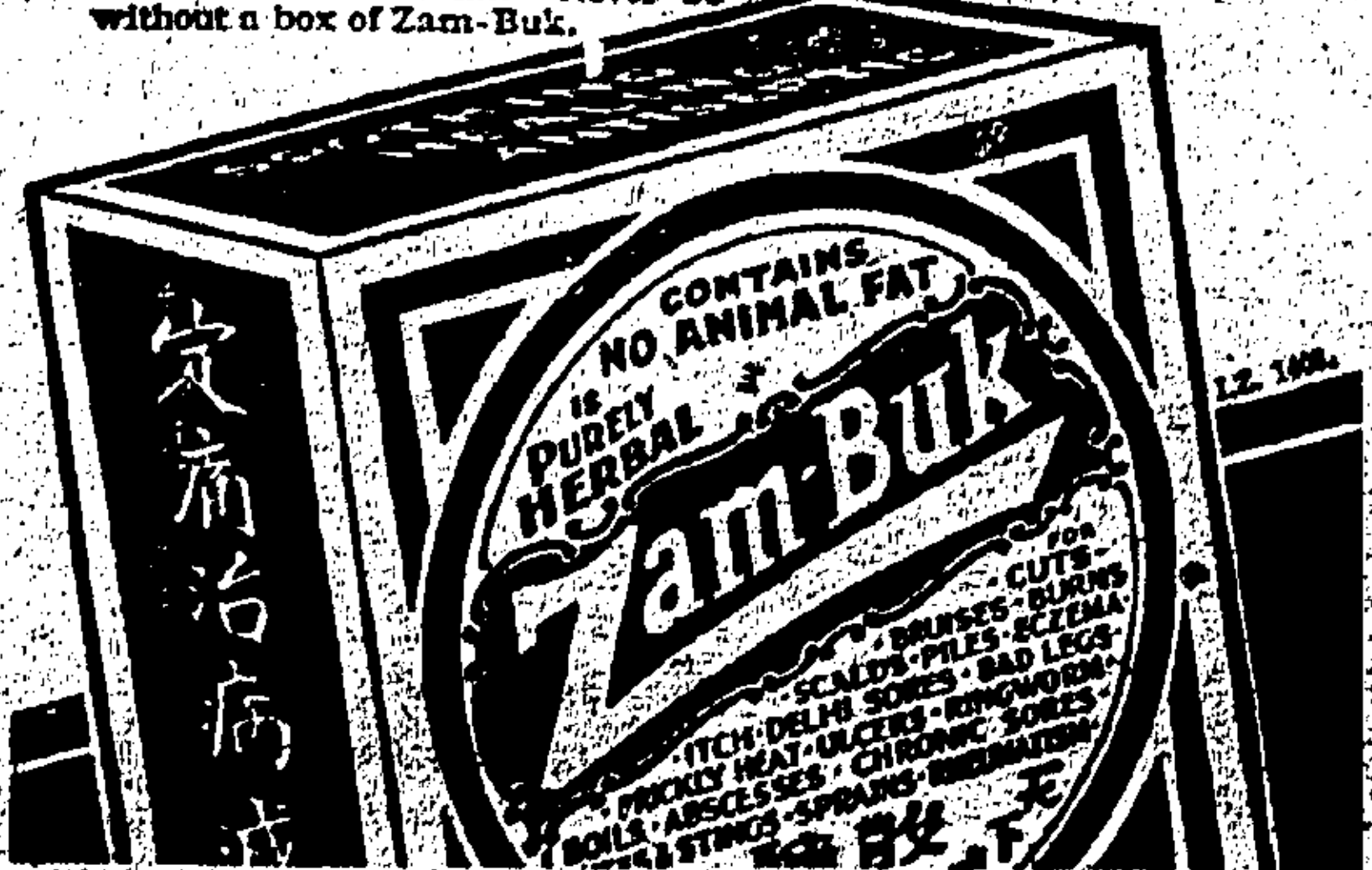
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THE WONDERFUL HERBAL OINTMENT

If your skin is sore, injured or diseased, Zam-Buk is the one remedy that can be depended upon to soothe and cure. Smarting pain, soreness and irritation are quickly ended by this famous Zam-Buk ointment. It has powerful (yet perfectly safe) antiseptic properties that destroy poison germs in wounds, sores, abscesses, ulcers, etc. It expels all bad matter and grows new skin.

Zam-Buk is so highly-refined that it soaks readily into the tiny pores, purifying and healing in deeper tissues as well as the surface skin. The marvellous soothing and curative powers of Zam-Buk are due to its rare herbal origin, refinement and guaranteed freedom from animal fat. Never be without a box of Zam-Buk.



Agents: Messrs. Wilson & Co., Ltd., 44, Des Voeux Road, Hong Kong.

OBJECTIONS TO NEW FASHION

Young Girl Buried Alive

Peking, Apr. 2.

Nankhechuang, a small village twenty miles east of Peking, was the scene of a grim tragedy a few days ago when a young girl was buried alive by her father and her father-in-law to be.

Wang, a farmer, is the head of an old and respected family in Nankhechuang, and Liang, another farmer, is a personage of similar dignity and conservatism in a neighbouring village. Wang's son and Liang's daughter having recently come to marriageable age, the two were betrothed.

Apparently it was not an old-fashioned betrothal of two young people who did not know each other. Young Wang knew Miss Liang and was quite in love with her. He welcomed the betrothal wholeheartedly.

Miss Liang, however, appears to have been imbued with new ideas. She enjoyed bedecking herself in clothes of the latest cut and fashion, and even went so far as to bob her hair. Moreover, she did not believe in hiding her beauty, but frequently strolled through the village and even conversed freely with the young men. Soon she had all the young farmers of the surrounding villages paying court, and what was worse, the old women began to talk about her.

Not deterred by strict parental warnings, Miss Liang continued to flout the old customs. The situation became so unbearable to old-fashioned Mr. Wang and Mr. Liang that they finally met to discuss the matter between them. The respectability of both families was being menaced by the girl's behaviour. Only one course appeared open to them, and they took it. Miss Liang was taken to a quiet spot outside the village by the outraged parent and future father-in-law and there buried alive, bright new clothes and all.

Hearing about it next morning, young Wang was frantic. His love for Miss Liang and his grief at her murder were so strong that he proceeded at once to the District Government where he lodged a formal accusation against his father and Mr. Liang.

Although according to the old laws, and according to custom, parents are entitled to do away with daughters who bring dishonour to the family name, the new laws are different. It is recalled that some months ago a man and his wife in Tientsin were sentenced to life imprisonment for a similar offence. It is not known, however, what action will be taken in the present case.

A NEW LAUNCH

To Enter Customs Service
On Upper Yangtze

A Shanghai built craft of unusual interest has just completed the preliminary builder's trials. The vessel is the triple screw, Upper Yangtze river inspection tender, Hsiaoan.

Designed and built by the Marine Motor Works for the Customs, the Hsiaoan will make an important additional step in the direction of providing adequate service for the upkeep and improvement of the aids to navigation in the difficult section of the Yangtze River between Ichang and Chungking.

The principal dimensions of the Hsiaoan are 75 ft. overall length, 14 ft. beam and a draft of 3 ft. 9 in. Powered by three 96/120 H.P., R.L./6 Thornycroft diesel engines of latest design, the vessel has the unique distinction of being the first triple screw vessel to operate the upper reaches of the Yangtze. Although two or even one engine would furnish sufficient power for all ordinary duties, the full power of all three will be utilised when stemming the current in the rapids which are known to reach a maximum of 13 knots at certain times of the year.

Although the vessel is comparatively small, the comfort of the operating personnel has not been neglected. Accommodation for the officers is provided below deck in the forward part of the vessel. The crew is berthed in an airy and well-lighted compartment abaft the engine room.

AIR-MAIL YEAR

For Glasgow Post Office

(Special Air Mail Service)

London, March 30.

Letters carried by air to important centres in Britain with connection to the Continent and to Empire destinations formed one of the most outstanding developments in the postal service last year in Glasgow.

Mention is made of this fact in the annual report of the Post Office for Glasgow and district, which has just been published. The period covered by the report may well be described as an "air mail" year, for it marked the introduction of the following—

Inland air mail from Glasgow daily to Belfast and London.

Inland air mail from Inverness daily to Kirkwall, Thurso, and Wick.

Weekly air mail to Australia.

Flat rate air mail charges to Empire destinations.

Increase in frequency of England-India and England-South Africa air mail services.

72,000,000 Calls

The following items from the report show how the Post Office in Glasgow continues to make rapid development.

Nearly 72,000,000 calls were made by telephone subscribers during 1934. This figure represents an increase of approximately 5,500,000 on 1933.

During the last quarter of 1934 the increase was at the rate of over 10,000,000 calls per annum.

The number of telephones in use increased by 3828 during 1934. This is the highest growth on record for any one year. During the last three months of 1934 the growth was no less than 2080. This acceleration followed immediately upon the introduction of new and reduced charges.

The attention of business firms has been directed to the facilities provided by the Post Office for payment of postage, unemployment insurance stamps, money orders, and so on by cheque. This form of payment is proving acceptable to a number of business firms.

Exchange at Balmaha

The number of franking machines increased from 173 to 200 during the year. Under this arrangement approximately 420,000 items of correspondence are posted weekly in Glasgow.

Arrangements can now be made on all exchanges in the district for subscribers to be wakened at any hour by telephone.

The motor cycle experiment carried out in 1933 has proved satisfactory, and the introduction of this scheme in several branch post offices is now receiving consideration.

Proposals are in hand for the opening of an automatic telephone exchange at Balmaha.

WOMAN PIONEER DEAD

(Special Air Mail Service)

London, March 30.

The death of Miss Constance Maynard, M.A., the first mistress of Westfield College, the women's college now incorporated in the University of London, is announced to-day.

She died at Gerrard's Cross, Bucks, yesterday, aged 86.

Miss Maynard, who was an authoress of distinction, was appointed mistress of Westfield College when it was opened in 1882, and held the position until she retired in 1913.

She was educated at Girton College, Cambridge, and took the Moral Science Tripos in 1875.

RESEARCH SCHOLARSHIPS IN MEDICINE

The Lady Tata Memorial Trustees invite applications by April 15 for scholarships of £400 a year each for research work in diseases of the blood with special reference to the leukaemias. There are in all eight of these Lady Tata Research Scholarships, which are renewable annually up to a normal maximum of three years, and there are likely to be at least two vacancies for new candidates ready to begin work in October, 1935.

The scholarships are open to suitably qualified men or women of any nationality, and are ordinarily awarded on a whole-time basis.

AT CAMBRIDGE

Tradesmen And The Students

(Special Air Mail Service)

London, March 30.

University authorities, in Cambridge, who are now proposing to take cognisance of hire-purchases by undergraduates, have always exercised considerable financial supervision over the junior members of the University.

A regulation has long been in force requiring all Cambridge tradesmen whose bills with undergraduates are over £5 to submit them terminally to the respective college tutors.

Disregard of this is liable to entail "discommuning." Notices are then placed upon the boards of every college warning undergraduates that they must not deal with the offender.

At Oxford there are no such obstacles to obtaining credit. Individual colleges, on the other hand, have restrictions on the amount that can be spent weekly on meals and entertaining—in college—without permission from the college authorities.

Permission for large lunch or dinner parties in college has also usually to be obtained—a matter in which Cambridge colleges are more lenient.

'Undergraduates' Debts

A legalised credit limit for Oxford has often been advocated. The last occasion on which it was put forward—in 1931—provided a first-class imbroglio.

Mr. Anthony Glashford, the then editor of the "Isis," the undergraduate weekly, suggested that Oxford tradespeople were owed something in the neighbourhood of a quarter of a million.

One of the reasons he suggested for the growth of this sum was "the stupidity of the tradespeople," who charged prices which were "shamelessly exorbitant."

The Oxford Chamber of Commerce took the "leader" very seriously and forced the publication of an apology, which led to Mr. Glashford's resignation.



*Should Women dread
the approach of a perfectly
natural event?*

NATURE never intended you to suffer unduly. Why is it then that so many thousands of women experience such pain and weakness.

Simply because there is a shortage of vital minerals in the body.

That is the reply, supported by the best medical opinion. Calcium is the vital food of every body cell, and any shortage hinders the correct performance of all bodily functions, particularly those of women.

The use of Kalzana, the mineral food, for a few weeks provides the whole system with the indispensable minerals needed to establish that care-free, vigorous health that Nature intended you to enjoy.

But it must be Kalzana, as only in this scientific form (a combination of sodium-lactate and calcium-lactate) will the mineral salts be taken up and retained by your body. Lose your dread—re-establish the functions on a normal basis by starting a course of Kalzana to-day.

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AT THE CINEMAS

Latest Trade Notices

RUGGLES OF RED GAP

With Charles Laughton, eminent English actor, in the title role, "Ruggles of Red Gap," Harry Leon Wilson's famous story of society in the backwoods of America during the rollicking 1900's, is showing for the last time to-day at the Central Theatre.

Produced by Paramount, the picture features Laughton with an all-star comedy cast, including Mary Boland, Charlie Ruggles, Roland Young and Zasu Pitts, in the ludicrous tale of the perfect butler, won in a poker game and brought back to Red Gap, U.S.A., to create a furor in the provinces.

The film opens in London where "Ruggles" changes masters as the result of an all-night poker session. On his first day with his new—and democratic—master, "Ruggles" starts out to show him the picture galleries and winds up on a drunken spree.

Brought to the United States, he is introduced to Red Gap Society as Colonel Ruggles of the English Army. The butler becomes so infused with the democratic spirit himself that he loses his old feeling of servility and starts out on a career of his own.

Laughton, round, jovial and plump, renders an inspired performance in the comic role of this favourite of all butlers, and the balance of the cast match him laugh for laugh in the incredibly comic sequences. Maude Eburne and Leota Lorraine, a newcomer, prove agreeable surprises in minor characterizations. Credit for a fine job of direction goes to Leo McCarey, dean of Hollywood comedy directors.

JUDGE PRIEST

Will Rogers in the most human and lovable role he has yet played! That is the screen fare promised at the King's Theatre, where Will's latest Fox picture, "Judge Priest," begins an engagement to-day.

According to advance reports, the star has never been so well suited as by this screen character, the shrewd, kindly but strong-willed Kentucky jurist, who is already famous in the stories of Irvin S. Cobb, perhaps America's most noted humorist.

With his characterization of the "Judge," Rogers is said to add a new and original figure to his all American gallery, which includes such memorable portraits as David Harum, Mr. Sketch, Dr. Bull and the Connecticut Yankee.

This time he plays a wise old fellow who, following the civil war, has settled down in his native Kentucky village with his Confederate cronies.

John Ford directed "Judge Priest" from a script prepared by Dudley Nichols and Lamar Trotti. Irvin Cobb himself was present in Hollywood during its filming.

The notable cast includes Tom Brown, Anita Louise, Rochelle Hudson, Henry B. Walthall, David Langford and Stepin Fetchit.

THE MAN WHO RECLAIMED HIS HEAD

A variety of interesting settings feature "The Man Who Reclaimed His Head," the Universal drama which opens on Thursday at the King's Theatre, with Claude Rains, Joan Bennett, Lionel Atwill and three-year-old Baby Jane in featured roles.

There is a French railroad station near the front during the World War, with scores of native soldiers alighting in the swirling snow; there is a yacht in the Mediterranean, with international munitions makers meeting to congratulate each other on the beginning of the war; there is a luxurious Parisian safe, where a powerful business man begins his conquest of a beautiful girl, wife of a soldier in the trenches. Other interesting scenes take place at a carnival in Paris, with merry-makers in grotesque costumes, and in the publication offices of "The Pacific Journal," the publisher of which is secretly dealing with those whose livelihood depends upon the promotion of war.

This unusual screen story, adapted from the play by Jean Bart, was directed by Edward Ludwig, and is said to lead two threads of narrative into a climax of intense and startling drama.

SEQUOIA

"Sequoia," Metro-Goldwyn-Mayer's unprecedented drama of wild animal revolt against man, coming soon to the Queen's Theatre is something totally out of the ordinary, in motion picture entertainment.

"Sequoia" is something more than a motion picture. It is a magnificent document that will bring out the better side of mankind that makes the soul revolt against man's inhumanity to the other creatures of the earth that thrills the eye and the mind with its beauty, that hypnotizes with its charm and that brings a new and inspiring belief in the true greatness of the motion picture.

In every theatre where "Sequoia" has been previewed, it has met with approval.

Stern visaged men, who have spent many of their moments of leisure tracking some of the finest game in the wilds of California went unshamed as they sat in the theatre and watched a tiny cub display its fruitless affection for the mother lion just deprived of her life by the bullet of a hunter's gun.

Sophisticated men and women of the picture business sat on the edge of their seats, thrilled to the marrow as a full-grown mountain lion crouched on a rock ledge ready to spring, as the deer, which had been his friend throughout his cub days, bounded gracefully down the runway beneath him. In a theatre of silence so deadly you could figuratively hear it, they sat spellbound watching this graceful buck prance into what appeared certain death, only to see the lion and the deer recognise each other.

In a flash the puma leaped in front of the deer, and the latter, obviously in ecstasy, reached down and nuzzled his supposedly life-long enemy, kissed him, and fondled him in a scene that no romantic young couple could possibly duplicate for genuine emotional thrills.

BED OF ROSES

You can't have a bed of roses without thorns. You can't have your cake and eat it. Lorry Evans had heard these credos, but she was a disbeliever. She thought she could discard love and still have romance. She thought she could barter her beauty for luxury and yet win the happiness she craved.

Constance Bennett, portraying Lorry Evans in "Bed of Roses," EKO-Radio Pictures' intriguing drama of a reform school graduate, falls in love with Dan, a handsome captain of a towboat after exchanging her face and figure for Stephen Paige's luxuries. Lorry even believes that Dan could be hers for life, and prepares for marriage. Her career strikes a snag when she is cautioned against binding Dan without revealing her past life.

The drama of "Bed of Roses" centres about Miss Bennett against the colourful and picturesque backgrounds of the Mardi Gras carnival in New Orleans, the Mississippi River, and a realistic women's reformatory. Joel McCrea, as Dan; John Halliday, as Paige; Pert Kelton and Samuel Hinds are featured in supporting roles under the direction of Gregory La Cava.

FLYING IN PERAK

Grant Of \$140,000 For New Club

Ipoh, April 6.

A meeting has been convened for April 12, for the purpose of forming a Perak Flying Club.

The Resident of Perak will take the chair. Work has begun with the development of the Ipoh aerodrome at a site in South Ipoh. It is hoped to have the ground ready for light aircraft before the end of the year. It is understood the Finance Committee of the Perak State Council has sanctioned the expenditure of \$140,000 for the current year. The sum will be apportioned as follows: \$75,000 for development of the Ipoh landing ground, \$40,000 for the purchase of aircraft and the balance will represent the Government's annual subsidy.

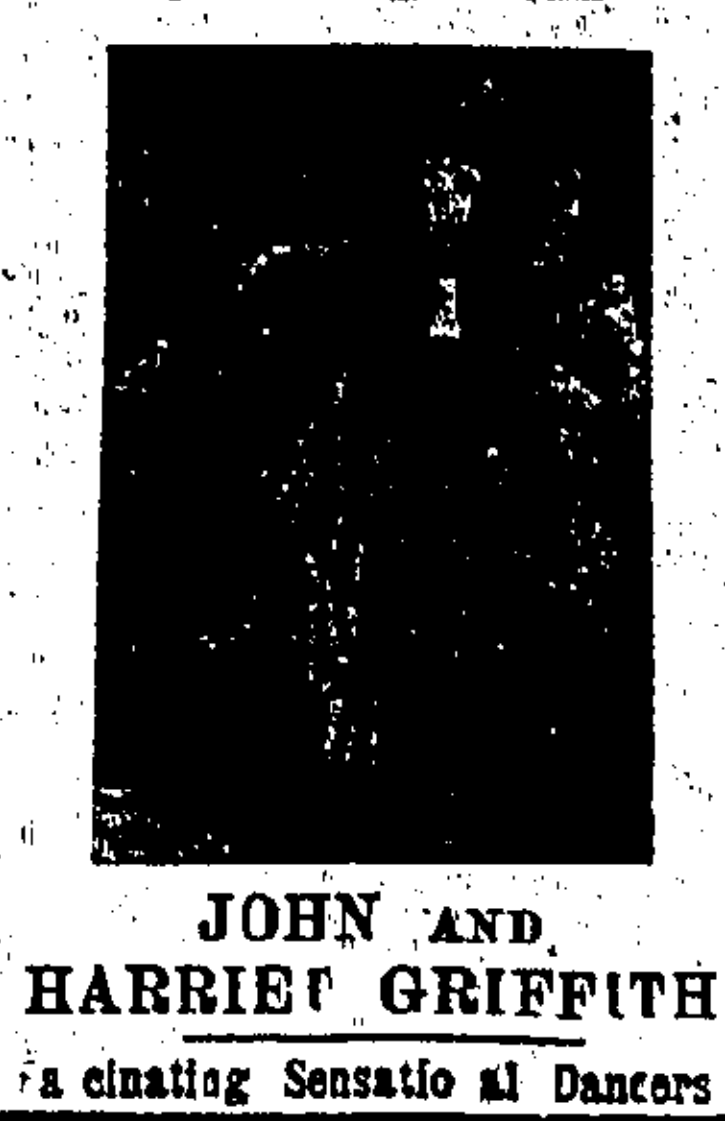
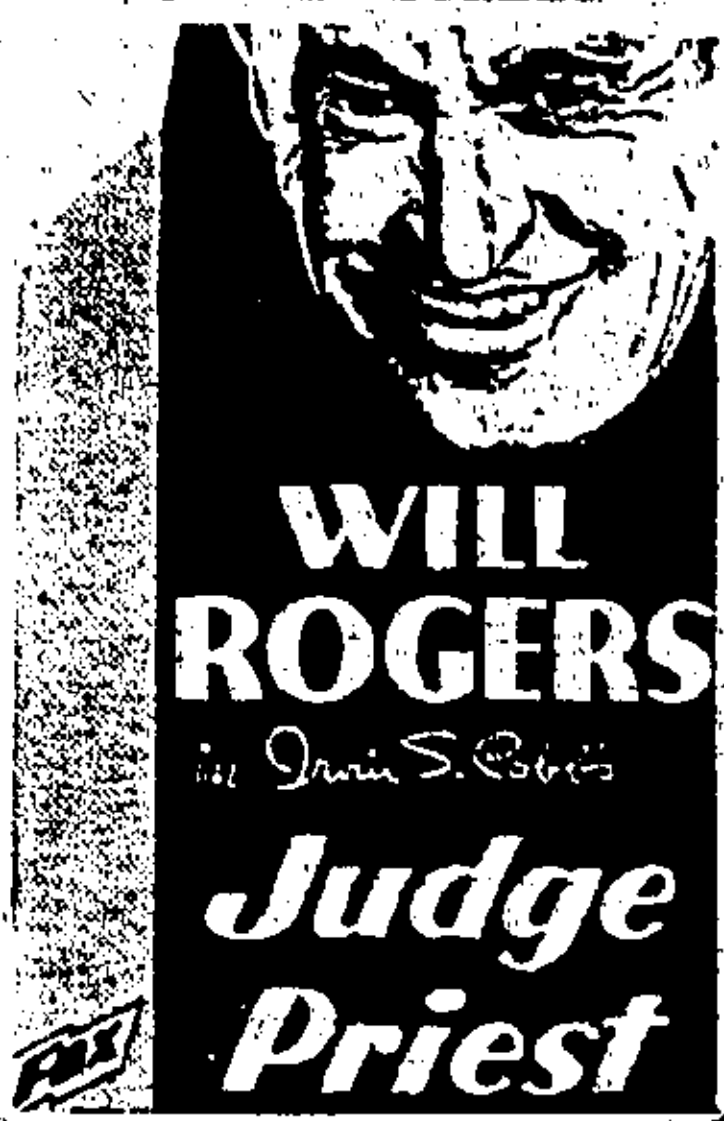
The hon. Mr. Windeatt is chairman of the Civil Flying Committee of Perak.

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TO-DAY
AT
2.30, 5.10, 7.15
& 9.30 P.M.

KING'S

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A DOUBLE ATTRACTION AT ALL PERFORMANCES—
ON THE SCREEN ON THE STAGE



THE QUEEN'S Dancers Delight

The Queen's Theatre Management are to be complimented on being able to bring before the public such a combination of stage and screen fare that is seldom seen in the local theatres.

In conjunction with Metro's successor of "Men in White" the vastly successful, and in fact greater attraction, Society Doctor, appear the talented trio of dancers—Ukie Lee, Dee St. Claire and Hank Brown in a series of rhythmic tap and softshoe dances.

Their delightful turns can well be gauged by the applause that greeted their turns and in truth their fare is not only entertaining but a novelty which include a whole bagful of tricks.

The film itself too will please fans of the silver screen. Those who have seen "Men in White" will no doubt remember the points regarding the lives of the internes in the hospitals but this one goes further than that. It shows the red tape in a hospital that is being run by "influential" people and how a highly qualified interne was "canned" because he did what was right in performing an immediate and dangerous operation on the son of a millionaire.

The story is that of two internes who compete for the affections of a very pretty nurse, Miss Bruce. The nurse Madge knows that the love, between Morris and herself is futile as he doesn't believe love and marriage can go on with a medical career and therefore she promises to marry the other doctor, played by Robert Taylor. The climax of the story is most surprising.

Technicolour cartoon seems to be the vogue nowadays and M.G.M. is not slow to please its vast public. With this programme is shown an excellent and very amusing technicolour cartoon entitled HEY HEY FEVER which is about one of the best colour cartoons seen for many a long day.

The whole programme is excellent fare and keeps the audience in highly good humour from start to finish. This programme should on no account be missed.—O. M. O.

Yokel: What's the quickest way to Charing Cross Hospital?
Policeman: You'll soon find out if you don't get off those lines!

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7.20 & 9.30
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A lifetime lived
in 8 exciting
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racing with
Destiny!



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"THE SILVER STREAKS"
UKIE LEE—HANK BROWN—DOROTHY ST. CLAIRE
AMERICAN DANCERS SUPREME

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HONG KONG

KING'S:—
"Judge Priest"
QUEEN'S:—
"Society Doctor"
ORIENTAL:—
"Babes in Toyland"
CENTRAL:—
"Ruggles of Red Gap"

KOWLOON

MAJESTIC:—
"100% Pure"
ALHAMBRA:—
"Flirtation Walk"

Coming

KING'S:—
"The Man Who Reclaimed His Head"
QUEEN'S:—
"Sequoia"
MAJESTIC:—
"I Believe in You"

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LEWIS STONE

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"I BELIEVE IN
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with
ROSEMARY AMES
A FOX PICTURE.

2 MORE TO-DAY & TO-MORROW
A GRAND AND GLORIOUS
MUSICAL COMEDY EXTRAVAGANZA!
A THREE RING CIRCUS
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OF RED GAP

A Paramount Picture with
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MARY BOLAND
CHARLIE RUGGLES
ZASU PITTS
ROLAND YOUNG
and LEILA HYAMS

TO-MORROW
"JEW SUSS"

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SWEETHEARTS TOGETHER
AGAIN IN THE FIRST GREAT
MILITARY MELODY DRAMA!
Combining the beauty of
"42nd STREET"
and the thrills of
"HERE COMES THE NAVY"



3 NEW SONG HITS
100'S OF DANCING GIRLS
A Frank Borzage Production

TO-MORROW
"RUGGLES OF RED GAP"

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BRAND
lager beer

here's a really
satisfying drink—
cool, refreshing—
always pure—it's
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brewed from malt & hops
only.

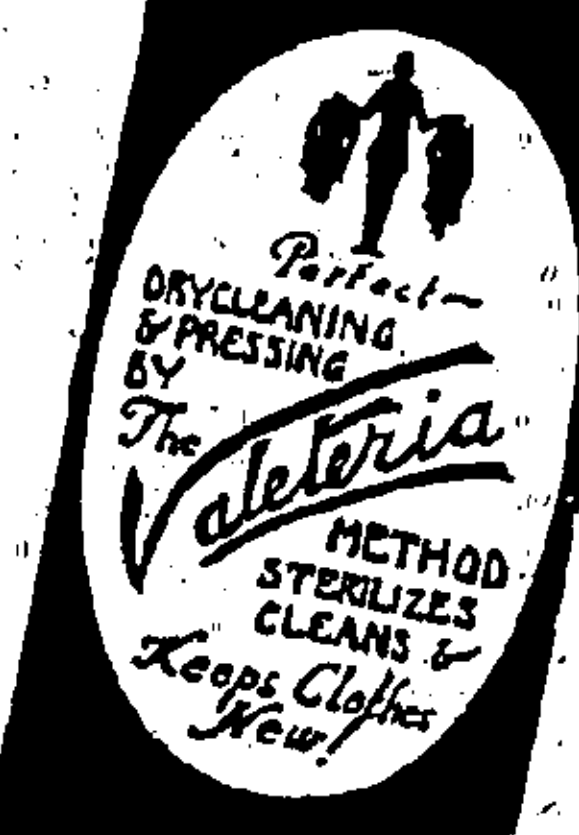
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BANKRUPTCY COURT

Claim Against Chinese Firm

Following the petition by Messrs. Arculli Bros., creditors, for a receiving order against the Tung Tak firm, the trial of an issue to decide whether or not the defendant firm and the Tung Lok, Tung Fook, Tung Woo and Tung Chan firms are branches of each other, began in the Bankruptcy Court before Mr. Justice A. D. A. MacGregor yesterday.

Mr. F. C. Jenkin, K.C., instructed by Mr. F. X. D'Almada, Snr., appeared for the general body of creditors, including Messrs. Arculli Bros., whilst Mr. D. McNeill was instructed by Mr. F. H. Leseby of Russ & Co., for the Tung Lok, Tung Fook, Tung Woo and Tung Chan firms.

Mr. Jenkin said all the defendants except the Tung Lok were formed before the Tung Tak and dealt in leather goods in Portland Street. The Tung Tak and Tung Lok were situated in Lascar Row. In December last year, the Tung Tak found itself in financial difficulties and convened a meeting which was held in the offices of Russ & Co. The name of Russ & Co. would figure largely in the case because rather strange things took place at their office—not irregular, but very interesting with regard to the present case. Nobody appeared at this meeting from the Tung Tak and the managing partner, Mr. Yeung Sik Kwong, left for Canton the same day. The firm had been dealing with many local foreign firms and representatives of Shewan, Tomes & Co., Anderson, Meyer & Co., and Arculli Bros., were admitted to an inspection of the books.

BOOKS SEIZED

On December 31, Arculli Bros. petitioned for a receiving order in bankruptcy and his Lordship made an interim order against all the five firms involved. Two bailiffs of the Court, Mr. Millington and Mr. Bouchier, went to seize the firms' books, the latter going to Kowloon and the former to Lascar Row.

Mr. Jenkin then suggested that on Mr. Millington's arrival at Lascar Row, the Kowloon branches were "tipped the wink" by telephone. Mr. Bouchier went to 43, Portland Street, the offices of the Tung Woo, and was referred to No. 40, Portland Street, the offices of the Tung Chan. There he was told that they had no books at all. At the offices of the Tung Fook, he was informed that all the books had been sent to Hong Kong. The books, in fact, had gone to Hong Kong, but not to the Tung Tak or the Tung Lok; they were first discovered by petitioners at the offices of Russ & Co.

AMUSING ASPECT

Another amusing aspect of the case was that the manager of the debtor firm and representatives of the four defendants had filed affidavits saying that the only relation between the Tung Tak and defendants was that the defendants were customers of the Tung Tak. If that was so, it was strange that all these independent traders should get rid of their books and go to consult legal advisers—and also strange that the legal advisers should be Russ & Co. They were probably very good solicitors, but he suggested that their fatal attraction for these traders was rather significant.

A study of the books showed that there was community of interest and blood relations between the defendants. Yeung Sik Kwong had relations in the other branches, was manager of the Tung Tak and lived with his family on the premises of the Tung Fook. He suggested it was ridiculous to believe the statement made that Lei Sun was the sole proprietor of the Tung Lok when it was known that the firm started with no capital other than goods supplied by the Tung Tak, and that the "sole proprietor" received \$17 a month wages.

A CURIOUS THING

A document relating to a meeting of the Leather Guild had been found among the books of the Tung Tak and it showed that Yeung Ho Sik, a Tung Tak employee, had represented at that meeting all the firms except Tung Lok which had not then come into being.

When, Jensen & Co. pressed Tung Tak for a payment early last year, the firm wrote back asking for leniency, and stating that Yeung Sik Kwong was taking charge of the buying and selling of "all of our six branches." This was including a small branch, the Wing Chung, at Canton.

When the Tung Tak were establishing themselves at Lascar Row \$100 of the \$300 paid on account for furniture was supplied by the Tung Woo, which was a rather curious thing if the firms had no connection at all. Balance sheets of the Tung Tak made a clear distinction between customers and the four defendants.

Corroborative evidence was given by Mr. Chan, clerk of the Official Receiver's Office, and Cho Ting Hau, comrade of Messrs. Jensen & Co.

THE DEFENCE

Opening his defence, Mr. McNeill said that he understood the petition was followed up by a receiving order which taxed every single partner of the firm. It had been alleged that the petitioning creditors and other creditors said that the Tung Tak firm against which the receiving order was made was carrying on business in four other names. In other words, the partners of the Tung Tak firm were also partners in four other firms which were carrying on business in four different names. He submitted that there was no evidence to show that the persons who were partners of the Tung Tak firm were also partners of the four other firms mentioned. The nearest approach was the letter, written by the Tung Tak firm to Messrs. Jensen & Co. in which it was stated that it had four branches. Apart from that, the letter did not actually identify any particular firm as being one of its branches.

Counsel then went on to say that one of the most outstanding and important facts he was going to submit was that three of the four firms were started before the Tung Tak firm ever came into existence. It was impossible, therefore, that branches should grow before the trunk.

MOTHER SUPPLIED CAPITAL

Mr. McNeill then called Yeung Sik Kwong, the managing director of the Tung Tak firm, who, he said, had been asked to give evidence on subpoena. Witness stated that his firm was started some five years ago with four partners. He himself did not put up any capital but his mother did. His firm did not have six branches nor were the Tung Woo, the Tung Fook, the Tung Chan and the Tung Lok branches of his firm.

Cross-examined by Mr. Jenkin, witness said that the four firms mentioned were just ordinary customers and there was no distinction between them and other customers. His firm had no branches at all.

The case was then adjourned until this morning.

ROYAL VISIT TO PERTH

(Special Air Mail Service)

London, March 30.

Perth's new Art Galleries are to be opened in August by the Duke and Duchess of York. Work has been proceeding on the building for about three years.

The announcement recalls the circumstances leading to the erection of the building. Several years ago a Perth merchant left the sum of £30,000 for the purpose of erecting a new Art Gallery, and a short time later a further sum of £50,000 was left by another merchant. The building which has just been erected cost nearly £80,000.

The decision to build the galleries in George Street resulted in a great clearance of the slums in the Castle Gable area. Architects from all over Britain submitted designs for the building in a national competition, and the design of Messrs. Smart, Stewart and Mitchell, Tay Street, Perth, was accepted.

At present the removal of the exhibits from the old Natural History Museum in Tay Street is going on. The removal has meant the transfer of 10,000 scientific books, thousands of birds, and tens of thousands of insects and plants.

It is 21 years since Perth had its last official royal visit. On that occasion the Infirmary, then newly completed, was opened by the King and Queen.

NO HOPE OF SALVAGE

The S. S. Ouchao

According to information given by her owners, the Tai Fung Steamship Co. yesterday morning, hopes for the salvage of the S. S. Ouchao which went aground at Tai Ngan Shan, about forty miles from Hong Kong during fog last week, have been practically abandoned.

At first it was thought that the steamer was holed in the bow but on further examination, carried out on Sunday morning, it was found that she suffered further damage which may make salvage impossible.

The accident occurred while the vessel was on her way to Kwong Chow Wan from Hong Kong. She was carrying a cargo worth about \$20,000, which, it is said, have been completely ruined.

Her master, Captain G. A. Souza, and the Chief Officer, Mr. Gouto, as well as the forty members of the Chinese crew, have all returned to Hong Kong.

EXTERMINATION OF REDS IN KWEICHOW

Gen. Chiang Confident

Nanking, April 14.

General Chiang Kai Shek in a telegram to Mr. Wang Ching Wei has declared that the Government has broken the backbone of the Communist strength in Kweichow and he believed it would not long before the final extermination of the Reds under Chu Teh and Mao Cheh Tung is achieved.

Before Mr. Macfadyen at Central Magistracy yesterday, Mak Wal, aged 43, a bricklayer, was bound over in a sum of \$25 to be of good behaviour for six months, on a charge of assaulting Kwong Cheung, a widow, in Mercer Street on Friday. Complainant alleged that she was carrying two baskets of debris in Mercer Street on Friday, and when she asked defendant to step aside, he abused her and assaulted her with two others not in custody.

For returning to the Colony after having been banished, Ho Wing was sentenced to nine months' hard labour by Mr. Wynne-Jones at Kowloon Magistracy yesterday. Defendant had two previous convictions and was banished in 1933 for ten years.

Four Chinese coolies were bound over in sums of \$10 each, by Mr. Wynne-Jones at Kowloon Magistracy yesterday on charges of trespassing in the Shamsuipo Military Camp.

It was stated that three of them were seen by Pte. Bates, of the East Lancashire Regiment, wandering about the camp as though they had lost their way, while the other was caught riding a bicycle in circles on the Regimental hockey field.

Mr. Schofield, at Central Magistracy yesterday sentenced Chan Yee, unemployed, to one month's hard labour on a charge of stealing a gunny sack, a pair of pliers and a quantity of rubber hose from No. 7 Cadogan Street. Defendant was arrested by an Indian constable carrying the stolen articles. Defendant was under a bond of \$50, and this was enforced, in default, another month's hard labour.

Around the Courts

DEATH BY NATURAL CAUSE

A verdict of "death by natural causes" was returned by a jury empanelled to investigate into the circumstances surrounding the death of Chan Pak Ying, a 56 year old Chinese male who collapsed after smoking 5 heroin pills and never regained consciousness, at a opium divan at 158 Temple Street, first floor at about 1 p.m. on March 15.

Mr. J. H. B. Lee sat as coroner with the following gentlemen serving on the jury: Messrs. L. Svendsen (foreman), Sung Kit Man and Sung Tak Kwong.

Dr. K. H. Uttley medical officer in charge of Kowloon Mortuary, in the medical evidence said there were no signs of violence about the body. There was no disease in the chest, and the abdominal organs were healthy except for worm infection in the liver. In view of the findings and of the history of having had a narcotic shortly before his death witness said he sent the stomach to the Government analyst who reported there was no narcotic drugs in the materials submitted.

CAUSE UNKNOWN

Concluding, the doctor said "I am not prepared to give the cause of death. The findings, such as they are, would be consistent with death following narcotic poisoning. Death might have been by narcotic poisoning or by natural cause."

Sergeant E. Franklin stated that on March 15 at about 3.30 p.m. he went to 158 Temple Street, first floor, in consequence of a report made by the deceased's son that his father had collapsed at that address. When witness got there the deceased was apparently dead, there being no signs of a struggle or quarrel.

SMOKER'S EVIDENCE

Lau Hung, one of the three men who was smoking with the deceased, said the three of them went to smoke heroin pills. He paid 30 cents for 15 pills. Witness smoked 6, deceased 5 and Li Hing the third person smoked 4. After the last pill deceased had a fainting fit and they did their best to resuscitate him. After their failure, the son was sent for and was told to report to the Station.

His Worship: What effects had the heroin pills on you?—None whatsoever.

You never smoked the pills before?—No.

Do you smoke opium?—I do as a pastime, but not an addict to it.

Ho Ming, the keeper of the divan was called. His Worship told the witness that if any questions put to him he thought would be incriminating or would lead him to trouble, he had the right to reserve his answer.

Witness stated that he sold 30 cents of pills to them and suddenly he was told one of the party had a fit. He advised his friends to seek aid. The pills were obtained from a man in Hong Kong who dwelt in different addresses.

After his Worship had summed up, the jury without retiring, returned a verdict of "death by natural causes."

Leung Sing, 60, was brought Mr. Wynne-Jones at Kowloon Magistracy yesterday on a charge of assaulting Leung Kuen, 34, with a chopper. It was stated that the quarrel arose over firewood. The complainant pushed the defendant, who it was alleged, retaliated with a chopper. "I was no match for him and I could not run away," said the defendant. Both parties were bound over.

POLISH CADET CHARGED

Maximilian Schike, aged 18, a Polish naval cadet, was charged before Mr. Macfadyen at Central Magistracy yesterday with entering the Colony without a valid passport.

According to Detective-Sergeant Mottram who appeared for the prosecution the defendant was a cadet of the Polish training ship Dar Pomorza, which had been in Hong Kong for a time and which had recently left for Singapore. At one time it had been feared that defendant would desert his ship, because he had intimated that he intended doing so.

After defendant deserted, the ship was delayed for two days in the hope that he would return. Defendant slept in a fort at Pokfulam, and after his ship had sailed he gave himself up to the police.

If defendant had voluntarily proceeded to Singapore, he would not have been charged. The police were merely asking for an expulsion order to be made against him, so that he could be sent to Singapore by a certain boat which would reach Singapore in time to catch the Dar Pomorza.

His Worship made an expulsion order against defendant.

CADDIES IN TROUBLE

Sentence of two month's hard labour was passed by Mr. Schofield at Central Magistracy yesterday on Mohammed Din, a caddy, employed at the Royal Hong Kong Golf Club, who was charged with having assaulted Wu Ming, another caddy. Both parties were also bound over in bond of \$50 each to keep the peace for six months.

Inspector Fender said the defendant tried to take a job from another caddy who had already been engaged by two ladies, whereupon the complainant spoke to him, saying he should not have interfered. An altercation arose, and complainant struck the defendant, who retaliated by cutting complainant on the face with a penknife. Defendant was a one-armed man.

GAOL FOR SNATCHER

On a charge of snatching a handbag from Chan Wei Mei, Chan Tak, 24-year old unemployed, was sentenced to six months hard labour by Mr. Macfadyen at Central Magistracy yesterday.

It was stated that the incident occurred about 8.30 on Sunday night when complainant was walking along Queen's Road West, near the Ho Shing Theatre. Defendant snatched twice before he could eventually carry off the bag.

Cries of "Snatching!" were raised and a Chinese constable and Detective-Sergeant Billingham pursued the snatcher. During the chase, defendant was seen to drop the bag, which was subsequently picked up by Sergeant Billingham. The bag containing \$3.60, a lipstick and a vanity case.

An inquest into the death of Mr. J. A. M. Elphinstone, who died at the Kowloon Hospital a fortnight ago, a victim of rabies, will be conducted by Mr. E. I. Wynne-Jones at Kowloon Magistracy on Wednesday at 2.30 p.m.

Convicted on a charge of stealing a radiator cap from motor van No. 3253, the property of Lane Crawford, Ltd., at Wanchai Road on Saturday, Yip Tin, aged 22 was sentenced to six weeks' hard labour by Mr. Macfadyen at Central Magistracy yesterday.

CHINA EMPORIUM

SPRING BARGAIN SALE

STILL PROCEEDING
DRASTIC REDUCTIONS!

SUPPER VALUES IN ALL DEPARTMENT
COME EARLY!

CORRESPONDENCE

All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

Local Stock Market

[The Editor of The Hong Kong "Daily Press"]

Sir,—A great deal has been written recently of the operations of "Bulls" and "Bears" in the local share market and the ill effects these operations are having upon the trade and finances of the Colony, but it is astounding that the alarming decline of one of the Colony's leading stocks, due not to the deprivations of "Bears" but to the action, or more correctly the inaction, of the Hong Kong Government, has been allowed to pass almost without comment in the local Press. I refer to the disastrous fall in the market value of Hong Kong Tramway shares, which can only be attributed to the effects, as interpreted by the general public, of the Government's action in permitting the China Bus Company to carry five cent passengers on those routes on which they are in direct competition with the Hong Kong Tramway Company.

The Tramway Company is one of the Colony's leading utility companies and, as such, its shares have for many years been regarded as one of the few secure, one might almost say "gilt-edged," mediums for genuine investment. For this reason there must be many like myself, who regard the present position with grave concern, and who, having failed to obtain the protection from the Government, to which they are entitled, and in the absence of any re-assuring statements from the Company, are now wondering what steps, if any, the administration of the Tramway Company are taking to protect the interest of their many shareholders.

To what extent the recent institution of five cent fares on the buses warrants the heavy fall in Tramway shares, it is impossible for the man in the street to estimate, but if the receipts of the Company are suffering to any marked extent, it is to be earnestly hoped that the administration are seriously considering the immediate necessity of taking effective steps to bring this harmful competition to a conclusive end. The series of injustices which the Tramway have suffered at the hands of the Government, since the Bus service first started, are so numerous and so well known locally that it is not necessary to detail them, but as it is apparent that the Tramway Company can in no circumstances look to the Government for that protection to which they are entitled, there would appear to be no course open but to carry the war into the enemy camp. A policy of laissez faire can end only in disaster.

The Management and Directorate of the Tramway Company have heavy responsibilities to their many shareholders, and it is therefore easy to appreciate that they may feel some hesitancy in embarking upon any policy of rate-cutting, which must temporarily reflect unfavourably upon earnings. It is my own opinion, however, that some definitely aggressive policy is more than justified, and that the effects of the adoption of such a policy would bear fruit so rapidly that the Company's revenue would not be seriously affected. It is apparent from their last balance sheet, that the Tramway Company is in an extremely strong and healthy position and it should, therefore, be in a far better position to weather the effects of a reduced revenue, resulting from an all-round reduction in fares. On the other hand, it is very questionable whether the Bus Company could find reserves adequate to withstand even a short period of "rate-war."

In these circumstances, the Tramway Company's remedy would seem obvious and it is my fervent hope that the management will not rest content to see itself and its many shareholders attacked in the present unfair manner, without taking the necessary protective steps to expiate an injustice which in the first place should never have been permitted.

It is less than five years ago that the Tramway Company were prepared to offer an enormous figure—reported to be in the neighbourhood of \$2,000,000—to purchase what was then the Hotel Bus Co. Their ostensible object in risking this outlay was to protect the Tramway rights, which were then again being encroached upon. Surely the far, far lesser sum

ART EXHIBITION

At The Gloucester

The art exhibition by Mr. Luis Chan was opened by Lady Shenton at the Gloucester Lounge yesterday morning.

In performing the ceremony, Lady Shenton who was accompanied by Sir William Shenton, expressed pleasure at being asked to open the exhibition. Mr. Chan, she said, had only been working for five years, and during the last two and a half years had been a member of the Art Club. It was amazing the amount of work he had managed to do, considering he had a whole-time job during the day. It was a great lesson to all of what could be done by anyone who had a love for art.

The exhibition contains in all 155 exhibits and most of them depict remarkably well Chinese life and studies and local scenes. It will remain open to-day and to-morrow and those interested in art should make it a point to attend.

MARBLE ART DISPLAY

Some Outstanding Examples

A beautiful collection of Italian marble art pieces are to be disposed of by auction at the sale rooms of Messrs. Lammer Brothers this afternoon. There are several pieces which are outstanding and reveal the great skill which Prof. G. Bessi has bestowed on his work.

In the figure of "Beatrice," immortalised by the great Italian poet Dante in his book La Divina Commedia, the sculptor has endeavoured to portray the poet's "gentle and pure with a sublime expression of dignity and sweetness."

A historical figure of the Roman epoch is "Licia," an emotional history of love in the book Quo Vadis? "Atlantida," the Queen of a lost continent, is shown softly reclining on a sofa in the act of pondering over a golden collar. It is a fascinating study which displays all the deftness of the sculptor.

"Monna Lisa" has been copied by Prof. Bessi from the world famous painting by Leonardo da Vinci in the Louvre Galleries. A beautiful figure from the epoch of Agamemnon, legendary King of Mycenae, is shown in the Arcaic dancer, illustrating style and movement in the interesting flame dance in use during that period. Another interesting figure is the Oriental dancer shown in a slow movement holding a jar. There are many other pieces which are beautifully blended in natural colours and the whole collection is well worth a visit by those interested in art as interpreted by famous sculptors.

EXPRESS DERAILED

Paris, April 14.

Four were killed and seven injured when an express train from Hendaye on the Franco-Spanish frontier to Paris was derailed in the early hours of Sunday near the city of Bordeaux.

—transmission Kuo Min

which would be involved in a period of competitive rates would be money well lost? The extent the reductions necessary is a matter which only the management can decide, but it would seem obvious that, unless extensive reductions embracing all fares from monthly tickets down to five cent fares are instituted, the fight is only likely to be the more bitter and the more prolonged.

It must be remembered that the China Bus Co. have not extended the "benefits" of five cent travel to the routes where they do not compete with the Trams and the very fact that their institution of five cent fares is restricted to those routes where they are in competition with the Tramway Company shows clearly that their action is directed wholly against the latter concern. The declaration of war has come from the Bus Company and on the ever true axiom that "Attack is the best weapon of Defence." Let us hope that the Tramway Company will "mobilize its reserves" and meet aggression with an even more aggressive defence.

VENIA NECESSITAT DATUR
Hong Kong, April 16, 1935.

LEGISLATIVE COUNCIL REPRESENTATIVE

Nomination By Chamber Of Commerce

Mr. W. H. Bell was yesterday nominated by the Hong Kong General Chamber of Commerce as its representative on the Legislative Council in succession to Mr. C. Gordon Mackie, who left the Colony on retirement a few days ago.

The Secretary, Mr. M. F. Key, after reading the notice convening the meeting, announced that only one nomination for the vacancy had been received; Mr. W. H. Bell had been proposed by Messrs. Dodwell and Co., Ltd., and seconded by The Union Insurance Society of Canton, Ltd.

MR. DODWELL

The Vice-Chairman, (Mr. S. H. Dodwell) who presided, said:—Gentlemen.—In proposing the election of Mr. Bell as our representative on the Legislative Council it is a relief to me, as I have no doubt it is to Mr. Bell, that in the absence of any other candidate it is unnecessary for me to extol at length his many virtues which are already so well known to most of us.

He has a long and honourable record in the Colony. Twice he has served as Vice Chairman of this Chamber, once before as Chairman, while this year your committee have elected him to succeed Mr. Mackie. He has also already served three times on the Legislative Council, once representing the Justices of the Peace during Sir Henry Pollock's absence, once representing this Chamber during the absence of Mr. Mackie, and once on the nomination of His Excellency. In every way I regard him as eminently suitable for the appointment.

I shall not enlarge upon the length of the period during which he has been identified with this Colony and the Far East. Suffice it to say that it is long enough to have invested him with the knowledge of, and experience in, the many problems peculiar to this part of the world. Whether that knowledge and experience will enable him to solve the problems with which we are confronted to-day I should not like to promise. Many of them are not of our own making. Indeed the Colony at the moment is rather like a shuttlecock, knocked hither and thither by the action of various interests in various parts of the world, who are making various experiments to extricate themselves from the present economic morass, with little or no consideration for the effect of their experiments on us. Some of these experiments in my humble judgement are bound to fail; to others we may have to adjust ourselves.

Greater Hardship

In the process we may not be able to escape a period of even greater hardship and bad trade than we are suffering at present, but if we set our teeth and face the situation in the right spirit, there is little doubt but that we shall eventually emerge safely from our difficulties as we have before. Whatever the future has in store for us, this much is certain: Mr. Bell's term of office will cover a period as momentous as any in the history of the Colony, calling for the closest co-operation between the commercial community and the Government. Mr. Bell's responsibility will be great. He will have no easy road to fill. It is because I am convinced that by reason of his personality and ability, he will fill it courageously, with distinction and understanding that I ask you to elect him to-day. (Loud Applause)

MR. BELL'S REPLY

Mr. A. W. Hughes (on behalf of the Union Insurance Society of Canton, Ltd.) said he had much pleasure in seconding the motion. The Chairman then put the motion which was carried unanimously.

Mr. Bell in reply said: I feel you have done me a very great honour indeed in electing me as your representative on the Legislative Council. It is an honour which I would be very loth to accept were it not for the fact that I know I will have the advantage of the advice and assistance of every member of the General Committee, and indeed that I may obtain the assistance of any member of the Chamber when occasion arises. I can only assure you that I shall do my very best

under circumstances which I know are going to be very difficult. I thank you very much, Gentlemen. This concluded the proceedings.

THOSE PRESENT

The attendance was as follows: The Chairman of the Chamber (Mr. W. H. Bell), the Vice-Chairman (Mr. Stanley H. Dodwell), and the following members of the General Committee:—Mr. A. W. Hughes, Mr. M. T. Johnson, Mr. C. Knight, Mr. K. S. Morrison, Mr. T. E. Pearce and the Hon. Sir William Shenton (co-opted).

The following firms were represented:—

The Asiatic Petroleum Co. (South China) Ltd. (Mr. W. H. Bell); Bradley and Co., Ltd. (Mr. K. S. Morrison); Messrs. Butterfield and Swire (Mr. C. C. Knight); The Canton Insurance Office, Ltd. (Mr. F. C. Hall); The China Fire Insurance Co., Ltd. (Mr. A. W. Hughes); Deacons (the Hon. Sir William Shenton); Dodwell and Co., Ltd. (Mr. Stanley H. Dodwell); F. Field and Co., Ltd. (Mr. O. Hechtel); Fung Tang (Mr. Wong Tak-kwong); Gibb, Livingston and Co., Ltd. (Mr. M. T. Johnson); Holland China Trading Co. (Mr. P. Stuijbergen); The Hong Kong and China Gas Co., Ltd. (Mr. T. A. Mitchell); The Hong Kong Electric Co., Ltd. (Mr. V. Sorby); The Hong Kong Fire Insurance Co., Ltd. (Mr. F. C. Hall); G. E. Uygen (Mr. O. Hechtel); The Indo-China Steam Navigation Co., Ltd. (Mr. F. C. Hall); The Jardine Engineering Corporation, Ltd. (Mr. F. C. Hall); Jardine Matheson and Co., Ltd. (Mr. F. C. Hall); The Kailan Mining Administration (Mr. Stanley H. Dodwell); Lowe, Bingham and Matthews (Mr. John Fleming); W. R. Loxley and Co. (China) Ltd. (Mr. T. A. Mitchell); Mackinnon, Mackenzie and Co. (Mr. M. T. Johnson); Maxm and Co. (Mr. J. F. V. Ribeiro); The A. Mitchell; The Union Insurance Society of Canton, Ltd. (Mr. A. W. Hughes); The Union Waterboat Co., Ltd. (Mr. Stanley H. Dodwell); and Harry Wicking and Co., Ltd. (Mr. J. Owen Hughes).

REBUILDING CHINA

(Special Air Mail Service)

London, March 30. Reconstruction work in China directed by a mission staffed by missionaries, helped by Chinese Christians and financed by the Chinese Government, was referred to by Mr. Kenneth Macleannan, secretary of the Conference of British Missionary Societies, speaking in London yesterday.

The missionary stock never stood higher in China than it did to-day, he said. The missionary doctors were setting the professional tradition for a whole continent.

Mr. Macleannan spoke of a district, where he was told 300,000 men, women, and children had been murdered. In one town in Fukien Province, where Communists had been for six years, 12,700 of the 30,000 inhabitants had been murdered.

BY-ELECTIONS IN SCOTLAND

Edinburgh M.P. Made A Judge

(Special Air Mail Service)

London, March 30. It was officially announced from 10, Downing-street last night that Mr. W. G. Normand, K.C., M.P., Lord Advocate for Scotland, has been appointed Lord Justice General and Lord President of the Court of Session in Scotland as from April 1.

He will succeed Lord Clyde, who is 73, and retires on March 31. Mr. Douglas Jamieson, K.C., M.P., Solicitor-General for Scotland, has been appointed Lord Advocate.

Mr. Normand's elevation to the Bench will cause a by-election in West Edinburgh, a seat he won from the Socialists at the last General Election, when the figures were:—
W. G. Normand (Cons.) 31,407
G. Mathers (Soc.) 12,704
Cons. majority 18,703
There are now three Scottish by-elections pending. The appointment of Mr. John Buchanan, M.P. for Scottish Universities, as Governor-General of Canada, was announced on Wednesday, and at

THE WAH YAN COLLEGE

Past Students' Association

The Wah Yan College, founded in 1919, completed its fifteenth year in 1934, and during the past fifteen years over five thousand boys who are to-day to be found holding responsible positions in all parts of the world have passed through the threshold of the College.

For years the need of an "Old Boys" association in which the old boys can rally round the College where they had spent so many happy hours in work and play has been felt. In response to this need, the Wah Yan Past Students' Association, thanks to the kind help, generosity and encouragement of the Head Master, V. Rev. Fr. R. W. Callagher, S.J., Ph.D., was ushered into the world on March 20, when the First Annual General Meeting was held in the College Hall.

Officers Elected

At the Meeting the following gentlemen were elected to form the Council for the current year:—President, Mr. Ko Fook Sun, B.S.; Vice Presidents—Mr. Young Yu Lam, B.S., and V. Rev. Fr. R. W. Callagher, S.J., Ph.D.; Secretary—Joseph Ng; Treasurer—Mr. Kwan Yim Chor, B.A.; and six Councilors—Dr. Lau Man Hin, M.B., B.Ch., Dr. Sung Sheng Hin, M.B., B.Ch., Messrs. Chan Wai Chuen, Chow Shu Ki, Chung Hok Nam, B.A., and Wong Shiu Ming, B.A.

The Association, in its preamble, aims at (1) bringing past students into closer touch with one another, (2) fostering a spirit of mutual help amongst them and (3) interesting them in works of social value. To attain the aims proposed, the Association intends, in the not distant future, to hold social functions, to organize lectures and discussions on questions of general interest, to form past students' athletic clubs, such as football, basketball, tennis and swimming, and to establish a free school for poor children.

yanite, no matter where he is, will give this infant a worthy support so that it may in time be developed into a wholesome and mighty constitution. The annual subscription is \$3.00 and a Committee in connection with the Membership Campaign has been formed under the direction of the Hon. Treasurer, Mr. Kwan Yim Chor, who is assisted by a body of Class Representatives of the respective years since the founding of the College. In regard to payment, Wahyanites can forward their subscriptions to the following centres where entry forms can be had and temporary receipts are issued:—

- 1—Bank of Canton, Des Voeux Road, C. (Mr. Kwan Yim Chor).
- 2—Foo Harg Bank, 122, Queen's Road, C. (Mr. Ko Fook Sun) and
- 3—Hotel Cecil, Chater Road, (Mr. Chan Wai Chuen).

"At Home" Arrangement
At the Second Council Meeting held on the 11th inst., a Programme Committee, composed of Messrs. Fung Kwok Wa (Chairman), Ko Fook Sun, Lung Tin Tong, Chan Wai Chuen, Kwan Yim Chor, Henry Chan Kam Hung, Stanley Y. Soong and Albert Chan Kam Moon, has been inaugurated. It is learnt that the Committee has decided to hold an "At Home" in the College Hall on May 4th at 8.00 p.m. for the purpose of celebrating the birthday of the Association. The Committee begs to announce that admission is free, and while all past Wahyanites are welcome, no individual cards will be issued.

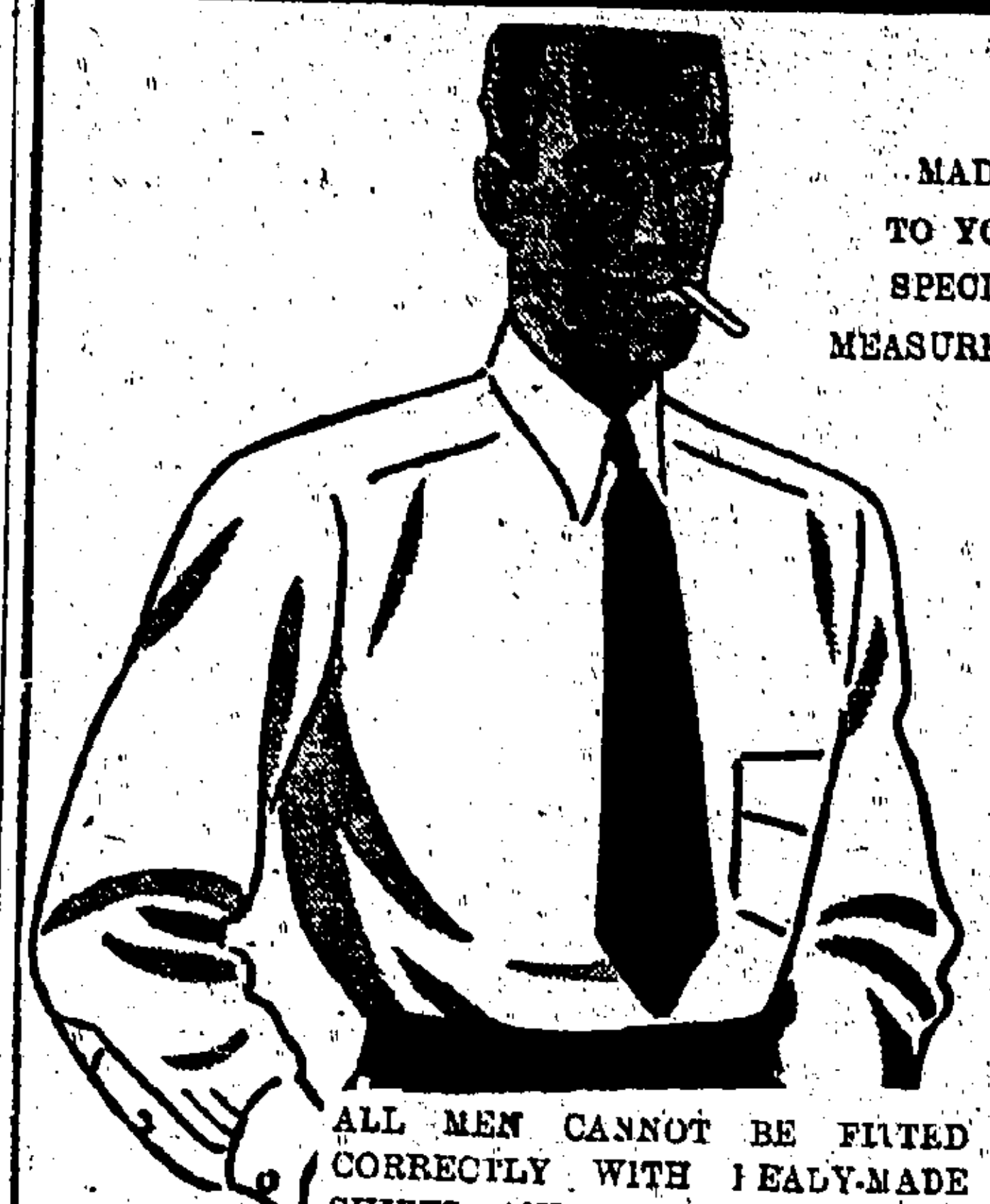
Perth a vacancy has been caused by the succession to the peerage of Lord Scone on the death of his father, the Earl of Mansfield.

The issue of the writ for the Perth by-election was ordered in the House of Commons yesterday. There is a prospect of a three-cornered fight. It has been announced that Mr. Jas. Scott is likely to fight as a Joint Independent Liberal and Scottish Nationalist candidate. Already in the field are Mr. Norrie-Miller, National Government candidate, and the Socialist candidate, Mr. Adam McKinnon.

Sir John Simon has sent a telegram to Mr. Norrie-Miller expressing pleasure that Liberals and Unionists have decided to support him. "Your great business experience and long years of public service," the telegram adds, "will make you a valuable member of the House of Commons."

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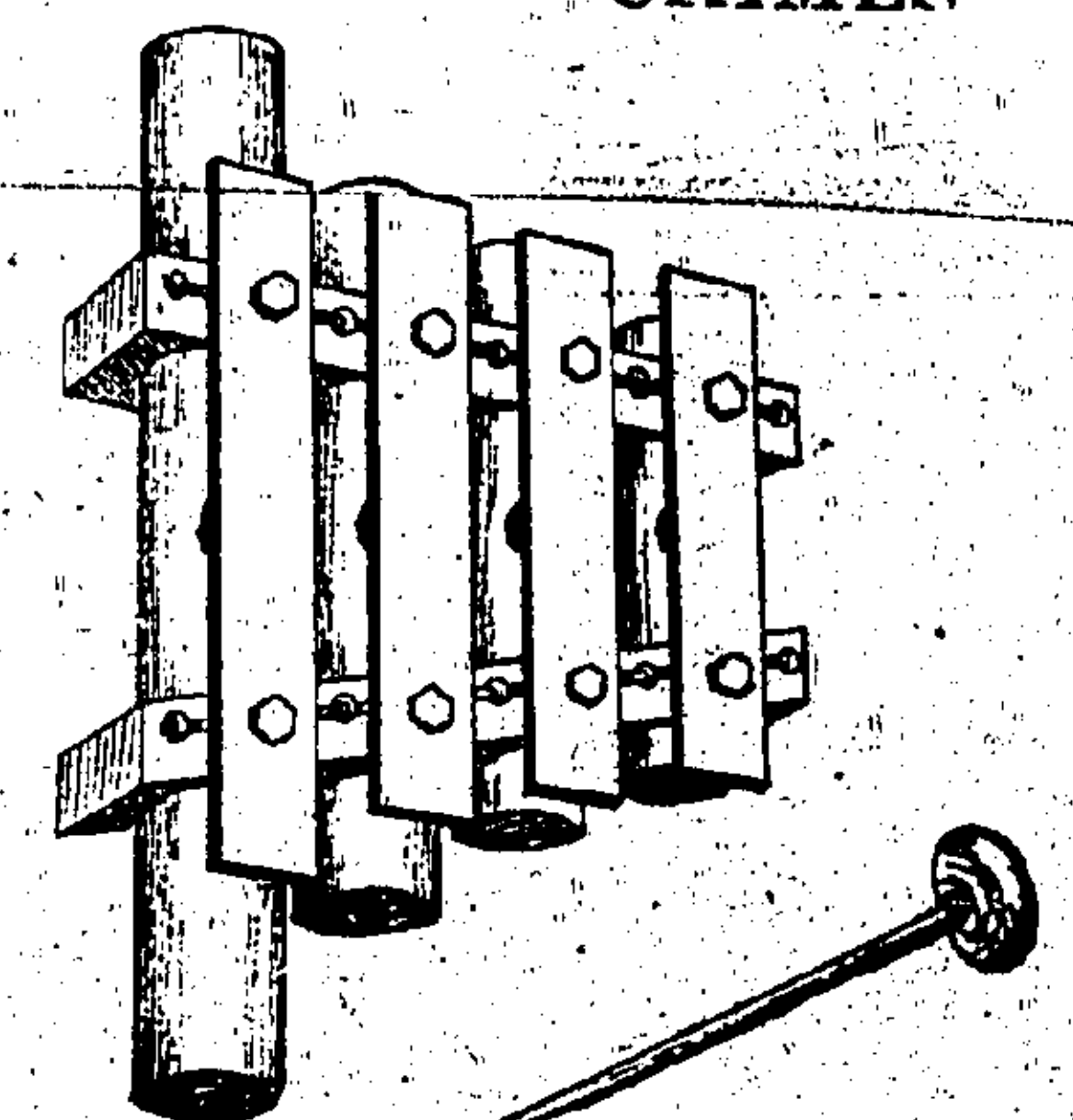
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LAST DAY SINCERE'S SALE

THE MOST SENSATIONAL SALE EVENT CLOSES TO-DAY

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FOURTH BUDGET PRESENTED BY MR. CHAMBERLAIN

WONDERFUL RECOVERY IN BRITAIN

Optimistic Outlook For The Future

SALARY CUTS TO BE RESTORED

London, Apr. 15. Smiling and businesslike, Mr. Neville Chamberlain, Chancellor of the Exchequer, presented his fourth Budget this afternoon before a crowded and animated House.

A flip to general good humour was the news circulated just before the Chancellor rose that the national debt was reduced by £22,000,000 last year.

A great reception on his return from Stresa was accorded to the Prime Minister, Mr. Ramsay MacDonald, in the House of Commons to-day—Budget Day.

TRADE BOOM

The Chancellor of the Exchequer, who rose at 3.34 p.m., said that the year just closed has been characterised by a substantial advance towards recovery. The industrial output had increased by twelve per cent, manufacturing productions had established a new record, exports were up last year by £30,000,000 and interest rates had remained low.

The cost of living remained substantially below the level prevailing before the Government took office in 1931. The retail trade continued to expand. There had been increasing thrift among the people.

He remarked that his anticipations that last year's reduction in income tax would prove a useful stimulus has been amply fulfilled.

STEADY IMPROVEMENT

Mr. Chamberlain's style from his opening speech when he was warmly cheered was buoyant and cheerful. Amid laughter he gave details of increased consumption of sugar, tobacco and beer in entertainments, leading to his conclusion that the improvement all round has been steady and progressive. Nowhere else in the world was there anything parallel to British recovery.

While he realised the surplus was £7,500,000 the actual excess of revenue over expenditure, excluding the redemption debt, was £18,000,000.

He pointed out that the steel output increased thirty per cent, pig iron fifty per cent, and rayon production established a new record. The time lost in trade disputes was the lowest ever recorded.

The reduction of the national debt by £22,000,000 resulted in a saving of interest of £1,850,000 annually. The Exchange Equalisation Fund last year showed a profit. This year he could repeat that statement with greater emphasis.

REVENUE PROSPECTS

Examining the revenue prospects for the coming year, he said the estimated expenditure was £730,000,000. He had provided £10,500,000 for defence compared to last year.

Mr. Chamberlain became jocular when describing the buoyancy of public consumption. He said the people, sweetened their lives by 80,000 additional tons of sugar.

They smoked 8,500,000 pounds of tobacco, the equivalent of 2,800,000,000 cigarettes. They washed away their troubles in 270,000,000 pints of beer, while they drank 700,000,000 more cups of tea.

Owing to substantial improvement in trading conditions in 1934, the Chancellor anticipated an additional £14,000,000 from income tax or a total of £237,000,000. The total estimated revenue on the existing basis of taxation was nearly £738,000,000, leaving a surplus of £5,500,000.

The Chancellor announced that duty to be imposed on rice in husk and also on soy beans and heavy oil duty used by road vehicles will be raised by eightpence a gallon operating from August.

FIXED DEBT

With reference to the fixed debt charge, the Chancellor said the figure will be maintained, but at £224,000,000 owing to the necessity to guard against a possible rise in the cost of Treasury Bills which averaged twelve and six per cent.

The Chancellor stated that an additional £14,500,000 will be required for civil and social services. The two main causes were an additional £4,500,000 required for shipping and agriculture and an extra £5,000,000 for unemployment.

The Chancellor raised the members' waning hope for tax remissions by stating he was raising the road fund by £4,500,000.

The Chancellor said that the sum available for distribution was £11,000,000.

He announced the abolition of entertainment tax on cinema seats not exceeding six pence and entertainment giving living performances to enjoy a further reduction.

Announcing reductions in income tax and allowances, he said the first £135 was taxable 18d. instead of 27d., while for the married it will be raised from £150 to £170.

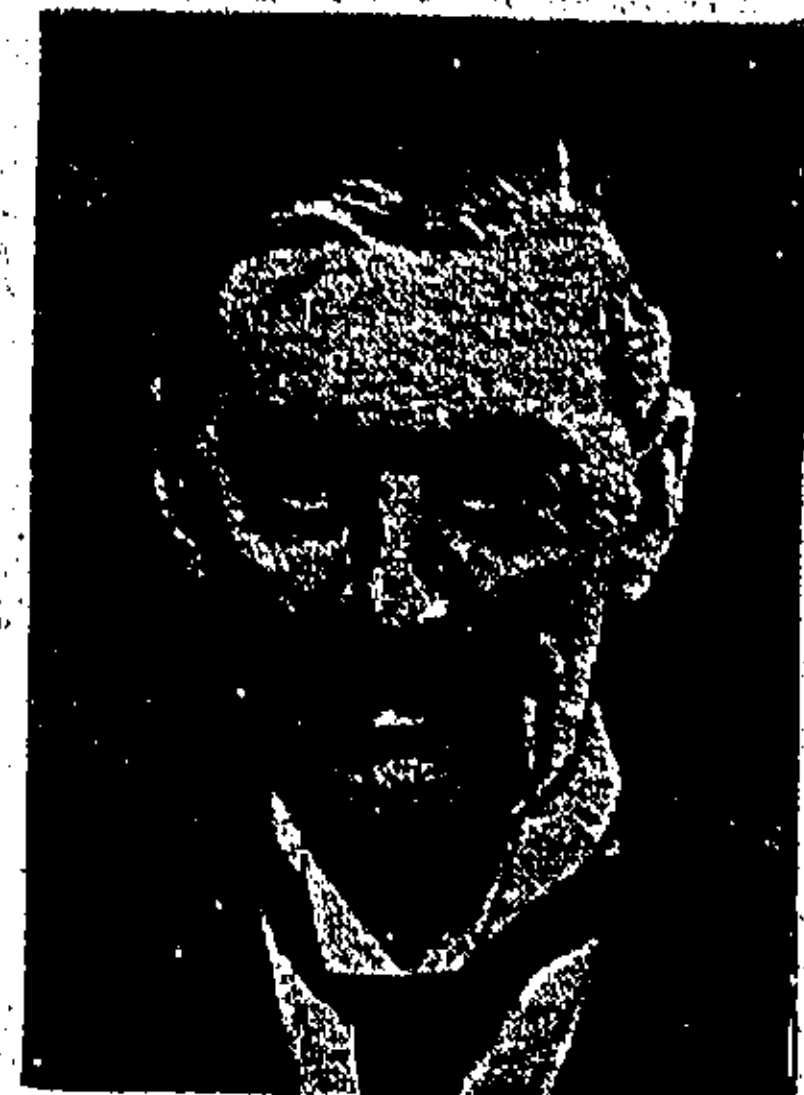
SALARY RESTORATION

The Chancellor announced complete restoration of salaries in the government services which were reduced in 1931, affecting Ministers, commoners, civil servants, defence forces, teachers, police, insurance and doctors.

The cost of income tax concessions will be £10,000,000 in a full year and £4,500,000 this year. The restoration of pay cuts cost £5,000,000 leaving a surplus of £500,000.

In the course of his speech Mr. Chamberlain said the soya bean duty will be ten per cent, ad valorem with a free preferential rate operating on August 1.

The duty on rice in husk will be two-thirds penny in the pound. Referring to children's allowances, Mr. Chamberlain said the contemplated diminution in the birth rate gave considerable apprehension and consequently the allowances will be increased.



Mr. Neville Chamberlain
Britain's Budget-Maker

SILVER MARKET

(From Our Own Correspondent)

London, April 15.

London Silver prices to-day were down 1/18 on "Spot" and unchanged on Forward, as follows:—

April 13 April 14
Spot..... 31-5/16 31-1/4
Forward..... 31-3/8 31-3/8
London on New York cross rate at 2 p.m. to-day was 4.8500 compared with 4.8462 at closing on Saturday.

HOME RACING STARTS

Latest Betting Lists

London, Apr. 15.

The following was to-day's call over for the City Suburban, Two Thousand Guineas and the Derby:—

7/2 Montrose o
5/1 Snooker o
8/1 Light Sussex o
8/1 Tartan o
7/1 Master Vere o
9/1 Cotton Easter o 10/1 t
9/1 Heavyweight o
10/1 Lost Soul o
10/8 His Reverence o

TWO THOUSAND GUINEAS

4/1 Theft o
5/1 Bahram t and o
5/1 Bobleigh o
9/1 Buckleigh o
10/1 Hairan o
10/8 Sea Bquest o
10/8 Screamer o
10/8 Consequential o

THE DERBY

9/2 Bahram o 5/1 t
11/2 Bobleigh q 6/1 t
Reuter.

SOUTH AFRICAN CRICKETERS

Arrive In England

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 15, 7.30 p.m.)

London, April 15. The South African cricket team, who are to engage the Old Country in a series of five Test matches this summer, arrived at Southampton to-day where they were received by the Mayor and many well-known cricket personalities, including representatives of the Marylebone Cricket Club.

The tourists all looked fit and well and when interviewed said that they were looking forward to some good cricket "on English soil."

When asked his opinion about the bodyline controversy, a member of the team replied that he did not wish to make any statement beyond the fact that he thought it was a pity that such a thing should have cropped up—*Transocean Kuo Min.*

WELCOME AT WATERLOO

London, April 15. The South African cricket touring team arrived and were welcomed at Waterloo Station by Lord Cromer (President) and other distinguished members of the M.C.C.

The oldest tourist is only thirty-two. One member is Xenophon Balaskas, of Greek parentage—*Reuter.*

RESULTS OF STRESA CONFERENCE

Satisfaction Expressed In World Capitals

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 15, 1.30 p.m.)

Paris, April 15.

The newspapers are greatly satisfied at the outcome of the Stresa conference which they called an important step towards the consolidation of peace.

"Le Matin" declares that special praise was due to Mr. Ramsay MacDonald who "had to make the greatest efforts to reach the positions of the other two partners in the negotiations. Mr. MacDonald has become a new man. He stated that he was no idealist but a realist. Heaven may wish that Mr. MacDonald and his great country will strengthen their realism," concludes the paper.

"Le Jour" holds the opinion that France had obtained important advantages particularly through the British concurrence regarding the bilateral air pact. "But what gives the position of the three Powers the greatest strength is unity of method in dealing with different problems. The three most important pacts, namely, the Danubian, the Eastern and the Air Pact were brought to a common denominator. This was the achievement of the Stresa conference."

"Petit Journal" stresses that from the final communiqué it could only be concluded that the Anglo-French and Italian front is more solid than at the beginning of the conference. A new diplomatic element has been added, continues the paper, namely, the possible entry of Germany into the frame of the present negotiations. The British efforts in Berlin were not in vain and Germany has, theoretically, agreed to join the Eastern Pact limited to a non-assistance clause. The journal takes the view that the indecision of the former allied Powers gave Germany courage to rearm. This weakness stimulated German audacity. Although it could not be said that all weaknesses have completely vanished in Stresa, in any case great efforts had been made to maintain co-operation between the Powers of the Little Entente, France and Italy.

COMMON FRONT

The outcome of the Stresa conference constitutes a striking confirmation of the Anglo-Franco-Italian common front, according to the view expressed by the "Paris Soir."

"Le Temps" speaks of the great success, asserting that Stresa was not an informal conference but a true conference of three which was permitted to go to the bottom of things. The confirmation of solidarity which one must note in spite of all doctrinal divergences and differences in interests was of extraordinary significance. The French negotiators have prevailed with the principles of the French policy which were at the root of the London and Rome pacts. The two pacts which determined Franco-Italian and Franco-British co-operation not only continued to exist in their entirety but constituted the basis for a security system which assumed solid shape in Stresa. The air pact with the participation of Germany could be concluded only if the Reich Government declared its willingness for co-operation in organizing general security by mutual assistance. Meanwhile, the Powers concerned were free to conclude among themselves bilateral pacts for in Stresa the principle of mutual assistance has been upheld for stabilizing the Eastern Europe situation.

The "Journal des Debats" on the other hand was less satisfied by the outcome of the Stresa conference. The hesitation on the part of Great Britain did not permit to reach such decisions as would have been desirable. The declaration of solidarity, the paper complains, is in many respects too theoretical—*Transocean Kuo Min.*

BRITISH OPINION

London, April 15.

The morning papers to-day generally approve the decisions taken at Stresa.

The "Times" says that collective diplomacy has justified itself and collaboration has been made closer, which in itself is a guarantee of peace.

As regards Austrian, Hungarian and Bulgarian re-armament, the "Times" hopes that the British Government will continue to support Signor Mussolini's attitude, that reconsideration of the relevant parts of the peace treaties is overdue.

The "Morning Post" considers that in Britain, France and Italy are not united in everything they are one at least in spirit and general intention. There is growth in the sense of reality.

The "Daily Herald" says the League was created to enforce peace, not to enforce peace treaties. The League will deal with all violations of all treaties.

The "Daily Mail" says that much satisfaction will be caused by the British spokesman's express assurance that Britain has entered no new commitments.

The "Daily Telegraph" states that words of complete agreement must not be pressed too far, but the three Powers are agreed on the next steps and Germany may even yet be impressed by the solidarity displayed.

The "Daily Express" says the truth about all this rignarole from Stresa is that Locarno and all its works are reduced by new events to utter nonsense.

The "News Chronicle" remarks the most satisfactory feature is that the three Powers appear to have recognised the serious consequences of letting Europe break up into two armed camps—*Reuter.*

DARK CLOUD REMOVED

London, April 14.

General satisfaction with the results of the Stresa Conference is expressed from the principal world capitals.

In Paris it is said that a dark cloud has been removed. There was a general feeling there that the British attitude was the embodiment of weakness. The British support of French contentions at Stresa has altered that belief.

Vienna views the agreement in connection with the preserving of the integrity of Austria, and the prospect of the Rome conference, as the chief success of the Stresa talks. The Rome parity, especially, is regarded as an important step towards reaching an agreement with and among the Danubian countries.

In Budapest, an inspired article in "Pester Lloyd" says Hungary will adhere to the Danubian Pact only as a partner with full equality rights, including military rights.

In Berlin the Stresa communiqué's reference to the maintenance of peace by producing a feeling of security, is taken in official circles as showing the existence of some slight appreciation of the very primitive German security demands.

The Nazi papers are inclined to hail the results as a victory for Germany. Part V. of the communiqué is regarded as the equivalent of recognition of the accomplished fact of Germany's rearmament on the land and in the air. But they add that the conference failed "on principle" to follow the way to peace shown by Adolf Hitler.

The New York "Times" says the prestige of the League and the sanctity of treaties has not come out well in the Stresa compromise with German rearmament. Hitler's peace pledge does not mean that he is converted to peace, but that he is not ready to fight. "Stresa, however, is a gain for peace, if it is only a respite,"—*Reuter.*



In bygone days when knights were bold
When mead and such-like quaff was sold
They followed War without cessation
And trouble built with every Nation
For people could not write or read
And verbal treaties ran to rack.

But latterly as things befell
They learned to make a treaty well
All people now could read and write
And pledged themselves in Black and White.

BUCHANAN'S
"BLACK & WHITE"
SCOTCH WHISKY

MR. HOWESON RESIGNS

From Board Of Two Companies

London, April 15.

Mr. John Howeson, who last week resigned from the directorate of the Consolidated Goldfields, has now announced his resignation from the chairmanship and directorate of both the Anglo-Oriental Mining Corporation and the London Tin Corporation.

The announcement of his latest resignation was accompanied by a statement that the following are joining the two boards mentioned, namely, Mr. Ivan Spens of Brown, Fleming and Murrays, Chartered Accountants, Mr. Rudolph de Trafford of Higginsons, Mr. T. E. Baring, director of prominent Trust Companies, Captain Oliver Lyttleton, managing director of the British Metal Corporation, and Mr. W. Macchiellan of Apex Trinidad Oilfields and Consolidated Goldfields—*Reuter.*

IMPOSITION OF LEAGUE SANCTIONS

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 15, 7.30 p.m.)

Madrid, Apr. 15.

On the occasion of the fourth anniversary of the proclamation of the republic, the cabinet council has decided to revoke the state of siege in all those provinces where it is still in force. The state of siege will be superseded by the so-called state of alarm—*Transocean Kuo Min.*

THREATENED STRIKE

Akron, Ohio, April 14.

The threatened strike by the Federation of rubber workers of the Goodyear, Goodrich and Firestone factories, as a protest against the continuance of the company unions and the companies' attitude to the Federation, was averted at the eleventh hour by members of the Federation of Labour, who ratified the agreement reached by the Federation officials with the employers—*Reuter.*

STATESMEN AT GENEVA

Special Session Of The League

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 15, 7.30 p.m.)

Geneva, April 15.

The opening of the special session of the League Council convened at the request of France in order to consider the steps to be taken in view of the introduction of conscription by Germany has been postponed till 3.30 this afternoon although originally it was fixed for this morning at 11 o'clock. The session will be presided over by the Turkish Foreign Minister, Rushdi Aras. The opening meeting, which will be held behind closed doors, will be devoted to fixing the agenda for the public meeting to follow.

The reason for this postponement is attributed to the fact that the French, British and Italian delegates who arrived from Stresa during the night are tired and need rest, but it is believed in official circles that the delay is mainly attributable to the objections of Soviet Russia, and the Little Entente to the alleged intention of the Western Powers not to have Germany's name specifically mentioned in the text of the League Council's decision.

Hence Monday forenoon will be taken up with private discussions between the Western Powers, Soviet Russia, and the Little Entente. In this connection the activity displayed by M. Litvinoff is much commented on—*Transocean Kuo Min.*

MANY SPEAKERS

Geneva, April 15.

The meeting of the League Council fixed for 11 a.m. to-day was postponed until the afternoon when the procedure will be privately discussed.

The first public meeting will take place to-morrow morning when M. Laval submits the French memorandum. Other speakers including Sir John Simon, Baron Aldrich, Dr. Benes and M. Litvinoff will follow in the afternoon. It is hoped to complete the session on Wednesday.

M. Laval is due to leave on his visit to Russia and Poland on Saturday. Sir John Simon arrived in Geneva this morning—*Reuter.*

FRENCH TROOPS IN MOROCCO

(Special to "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 15, 7.30 p.m.)

Paris, Apr. 15.

The Commander-in-Chief of French troops in Morocco, General Hure will be recalled from his post and will join the Supreme War Council, according to "ECHO de Paris." Hure's successor will be General Corap who spent the greater part of his military career in North Africa, playing a prominent part in the storming of Marrakesh in 1912 and during the fighting against Abdel Krim in 1925—*Transocean Kuo Min.*

SPANISH REGULATION RELAXED

(Special to the "Hong Kong Daily Press")

(By Telegraph, Copyright, Telegraphic Messages Ordinance, 1894. Received, April 15, 7.30 p.m.)

Geneva, Apr. 15.

Political circles here believe that in order to prevent unilateral denunciations of international treaties, the committee of the League of Nations will be entrusted with the task of establishing economic, financial and political sanctions which are to take effect immediately in such case. The sanctions are foreseen in article 16 of the League covenant and in the eventuality of aggression and would, it is understood, also be applied in the event of treaty violations—*Transocean Kuo Min.*

GUNNERS AT PLAY

Annual Sports

The "first-day" of the Royal Artillery annual athletic sports meeting was held at Sookunpoo yesterday, when almost every member of the regiment turned out to witness the keen sport that was provided.

Most of yesterday's events were confined to field ones, in the course of which, Putting the Shot, Throwing the Discus, Tug of War, High Jump, and 3-mile Flat Race, were decided.

Gunner Knight proved himself to be the outstanding athlete, when he won the Putting the Shot event with a throw of 34 feet, 4 inches, and also the "Throwing the Discus"—he registered 99 feet 11 inches.

Clearing 5 feet 3 inches, Bombardier Ives won the High Jump, the 3-mile Race was accounted for by Bombardier Leslie.

During the afternoon, the heats of a number of events were run off, and the finals will be decided to-day, when the meeting will conclude.

The full results were: Putting the Weight:—1, Gunner Knight, 2, Bombardier Worthington, 3, Gunner O'Brien.

Distance:—34 feet, 4 inches. 3-mile Flat Race:—1, Bombardier Leslie, 2, Bombardier Miller, 3, Gunner Marshall.

Time:—18 minutes, 12 seconds. Throwing the Discus:—1, Gunner Knight, 2, Gunner Thomson, 3, Gunner Goodfellow.

Distances:—99 feet, 11 inches. Tug of War:—24th Battery.

High Jump:—1, L. Bombardier Ives, 2, Gunner Mills, 3, Lt. Parker and Gunner Taylor.

Height:—5 feet, 3 inches.

H.K. POLICE RESERVES

(ORDERS BY MR. D. BURLINGHAM, I.G.P.)

Chinese Company

Training Course (Part II).—All recruits of the Chinese Company who have not yet passed Part II of Training Course will attend at the Chinese Company Headquarters on Tuesday, April 16 at 17.30 hours for instruction.

Harbour Patrol:—All members taking this course will report at Tsim Tsa Tsui Police Station at 17.15 hours on Wednesday, April 17 for instruction under Sub-Inspector Wright.

Inspection Parade:—All ranks of the Chinese Company will parade at Central Police Station on Thursday, April 18 at 17.30 hours under Sub-Inspector R. J. Hunt for a general inspection of equipment, etc., by the Company Commander. Dress: White Uniform, Cap with White Cover, Belt with Brace, Armband with Badge, Truncheon, "Pocket Policeman" and notebook to be carried. The Equipment Officer will make a point of being present.

Indian Company

Inspection Parade:—All ranks of the Indian Company will parade at Central Police Station on Wednesday, April 17 at 17.30 hours under Sub-Inspector R. J. Hunt for a general inspection of equipment, etc., by the Company Commander. Dress: White Uniform, Cap with White Cover, Belt with Brace, Armband with Badge, Truncheon, "Pocket Policeman" and notebook to be carried. The Equipment Officer will make a point of being present.

Handling of Revolver. Instruction in Handling of Revolver will be given on Wednesday, April 24 at 17.30 hours at the Police Headquarters Gymnasium. Only those detailed will attend.

Flying Squad

Instructional Patrol:—The instructional patrol for members of the Flying Squad will take place on Friday, April 27. All members will fall in at Central Police Station at 17.15 hours. Dress: White Uniform, and Cap with White Cover.

Emergency Unit Reserve

Riot Drill:—A Riot Drill will be carried out by members of the Emergency Unit Reserve on Friday, April 19. All members will parade outside Queen's Pier at 17.30 hours, sharp. Dress: optional.

Summer Uniform

Summer Uniform will be taken into general wear by members of the Hong Kong Police Reserve as from April 10, 1935.

D. L. KING, D.S.P. (R.)

Hong Kong, April 15, 1935

FINE HOCKEY

On Marina Ground

The final of the inter-unit hockey competition was played off yesterday evening on the Marina Ground between the H.K.S.R.A. and the Punjab before a large crowd with H.E. Major-General O. C. Borret, and other officers among the interested spectators.

The game which was fought out at a gruelling pace provided sensation after sensation and was full of thrills. The match will probably go down in the annals of local hockey as one of the best ever seen on local soil. Punjab lost by the odd goal in five after having the better of the play in the first half.

The game opened with the Punjab attacking and Kartar Singh and Lal Singh gave the H.K.S.R.A. defence a hard time. Play was soon transferred to the other end and following a continual barrage of raids on their goal, Punjab almost scored after ten minutes play. The shot was literally blocked out by the defenders.

Brigade Through

A goal scored by Kartar Singh a few minutes later, was ruled offside and later a similar goal by the H.K.S.R.A. met with the same fate. It was left to the Brigade to draw first blood. Dost Mohamed brought the ball to the dees and his shot was kicked out for Aya Singh to rush in to net the first goal. Amidst intense excitement Punjab returned to the attack and less than two minutes from the bully off Kartar Singh equalised following a quick run down the line. He received from Lal Singh. Half-time arrived with no further score.

Intense Excitement

In the second half play was about even. First one and then the other side raided the goals and following a bout of midfield play Khuda Bux dashed down the wing and, eluding several players, sent the ball to Dost Mohamed who scored with a first timer from close in.

Punjab were not daunted in any way and made fresh onslaughts on the Brigade's goal. Many petty infringements were then given chiefly because the excitement was so tense. Following a free hit just outside the Brigade circle Kartar Singh again drew level and amidst tremendous cheering the game was continued at a faster pace than ever.

Play was generally very lively and both goals escaped narrowly on many occasions. With five minutes to go a short corner against Punjab saw Aya Singh sending the ball into the net after Chaja Singh had stopped with his hand. Both players and spectators alike were keyed to a high pitch when following a good run down the wing by Lal Singh the Brigade packed their goal when it looked like another equaliser. The end came all too soon for the spectators with play transferred to midfield.

The Players

Of the Punjab Kartar Singh and Lal Singh on the left flank provided most of the sensations. Lt. Walker on the right wing was also instrumental in sending in some accurate centres while the other two had their share of the play. The half back line played exceptionally well with Dulla Singh an outstanding figure on the field. Ali Din gave Ahuda Bux too much freedom on the right. Khan Bahadur was the safer back, Taj Mohamed being weak under pressure. Nur Mohamed in goal was not comfortable.

The Brigade was well served by Khuda Bux on the right wing. This fleet footed winger was responsible for the second goal when, following a brilliant run down the wing, Dost Mohamed scored. The last named too was in excellent fettle. Lt. Garthwaite played his usual sound game.

The half back were on and off with Tara Singh on the left being very prominent. Lt. Ravenhill was patchy. Lt. Metcalfe and Kishan Singh played top-notch hockey to keep the attackers at bay especially Kishan Singh who time and again ran across to effect a smart clearance. Feroz Khan in goal was safe and kicked well.

The Teams

At the conclusion of the game Mrs. Baxter, wife of Col. Baxter, Commanding Officer of the Punjab, handed the cup to Lt. Ravenhill.

The teams were: Punjab:—Nur Mohamed, Khar Bahadur, Taj Mohamed, Ahmed Khan, Dulla Singh, Ali Din, Lt. Walker, Jagir Singh, Afzal Khan, Kartar Singh and Lal Singh.

ARMY BOXING

The Inter-Unit Semi-Finals

Keen rivalry and exciting tussles featured the semi-finals of the Inter-Unit Team Boxing Championship between the 2nd Battalion E. Lancs. Regiment and the 2nd Battalion the Royal Welsh Fusiliers at the Shamshupo Camp last night. Plenty of hard slogging was seen with some clever and scientific boxing in some of the bouts.

All the contests with the exception of one went the full distance of three two-minute rounds. In the welterweight, Fus. Perrett knocked out Pte. McCarrick in the first round. The Fusiliers won the night's engagement by 17 points to 16.

The full results were:—

Bantamweight: Opl. Collier lost to Fus. Taylor.

Featherweight: Pte. Gaunt beat Fus. Ross.

Pte. Broome lost to Fus. Humphries.

Welterweight: Pte. Walsh beat Fus. Harrison.

Pte. McCarrick k.o. by Fus. Perrett.

Middleweight: Pte. Lennon beat Fus. Billingham.

Pte. Scullion beat Fus. Turner.

Light Heavyweight: Dmr. Atkins beat Fus. Edwards.

Heavyweight: Pte. Harmsworth lost to Fus. Powell.

YACHTING

This is the last race of the Ladies Extra Series. The series have been unfortunate, 3 results being necessary owing to weather conditions. Yesterday's race was sailed in beautiful weather with just enough wind to take boats comfortably round the course. The "A" class Series was won by Mrs. F. Owen-Hughes in "A6" with 63 points closely followed by Miss M. Larsen in "A8" with 57 points.

Miss B. Kirke in "H3" and Mrs. Reid in "H9" tied for first place with 27 points in the "E" class. Miss Whittham in "H1" was only one point behind.

Mrs. Cooper in Robena "Y4" won the "I," "G" and "G" classes with 70 points followed by Mrs. Finlay in "G7" with 65 points.

H.K.S.R.A.—Feroz Khan, Lt. N. W. Metcalfe, Kishan Singh, Bachun Singh, Lt. C. Ravenhill, Tara Singh, Khuda Bux, Lt. C. C. Garthwaite, A. Singh, Dost Mohamed, and Chaja Singh.

VISITORS LOSE AGAIN

The German Hockey team from Shanghai met their second defeat yesterday on the Navy Ground at King's Park at the hands of the Civilians by three goals to one. The game was marked by fine individual performances on the part of the visitors. They held the same team that went down to the Colony eleven but several positional changes were made. Civilians turned out as announced.

The visitors were well served by Stuhlmann, Berg and Sommer, all three acquitting themselves with credit but it must be said that they found the ground still on the slippery side.

Individually they excelled but as a team combination was lacking at times.

For the Civilians Dr. Rodriguez gave of his best and was seen to advantage with his first time clearances and interceptions. L. Oliveira played the game of his life in the pivotal position and had the German forwards under control from start to finish. Goncalves too was in fine shape on the left half where he combined attack with defence in his play.

Germany's Score

Divett was a tower of strength in the forward line besides scoring out two of the three goals he gave the German defences a harrowing time with his clever stick work.

The German scored the first goal through Stuhlmann and it was not long after that Divett equalised.

Changing over with the scores level, G. H. Fowler had several quick runs down in one of which he put the Civilians ahead. The fine defence of the local team had a great telling effect on the visitors and with Souza clearing everytime they got within shooting range, they were very subdued. Towards the middle of the second half Divett scored his second goal.

In the evening a very enjoyable dinner dance was held at the Peninsula Hotel in honour of the visitors.

NEWSPAPERMEN'S TOUR OF KIANGSI

Sovietism In Practice

(By Our Own Correspondent)

Shanghai, March 28.

In the course of our stay in Ningtu, which was the highlight of the tour of ex-Red Kiangsi, considerable side-light of Communism in practice in the province was obtained. Information which he was able to supply off-hand, General Lo gave freely, for the rest he looked up official records, or referred to various investigators. The first steps taken by the Communists upon occupying any area, it would seem, was to overthrow the local gentry, the intellectual and landed class, for whom there would commence a reign of terror. In order to win over the general populace, however, they would proceed to destroy existing interests in land and title-deeds, and proceed with their plan for equal land distribution among the peasants.

THE LAND PROBLEM

The land question, on which the Reds have concentrated their best attention, is in fact one of China's principal social problems, and in this they have won a certain amount of sympathy in certain quarters. This situation calls for a few words of explanation, in order that past and present conditions in the country districts may be more clearly understood. As the editor of that interesting and informative publication—"Suppressing Communist-Banditry in China"—puts it: "In order to understand the agrarian problem in China, an analysis of the social groupings in the country-side is necessary." As elsewhere, the rural population in China consists in the main, of landlords, farmers and vagrants without any occupation. Owing to the peculiar character of the Chinese family system, both the very rich and the very poor are to be found in the same family, the rich members being landlords, and the poor, leading a vagrant life. There is an obligation on the richer members of the family to support their poorer brothers, who, however, get only a bare livelihood. It is these poorer brethren of the landlords who mainly compose the class of the vagabonds, but having much the same ideas and outlook as their richer brothers. The Communist agrarian policy, however, works solely in the interests of the peasant-cultivators, the farmers, for the latter are on the whole unable to read or to understand the meaning of the Communist agitation.

The vagabonds, on the other hand, are more literate, being gentry-to-be, and to them the policy of land seizure had a special appeal. Not so to the majority of bona fide farmers, who cannot gain anything by it, but are bound to suffer on account of the disorganization of the whole system.

AGRARIAN POLICY

The Government's land policy had aims not very dissimilar to what the Communists profess to carry out. Dr. Sun Yat-sen outlined an agrarian policy which is being followed by the present Government, but he advocated the solution of economic problems by peaceful, deliberative means instead of drastic ones such as those used by the Reds, entailing untold misery and bloodshed. The Kuomintang is pledged to a land policy which aims at the equalization of land ownership, the ultimate object being to make land available to all tillers of the soil. Therefore, it is essentially in the mode of tackling the land problem that Government and Reds differ. The former pays heed to Dr. Sun's counsel about the "inevitability of gradualness," but the latter would brook no delay (despite the size of the country and the social and economic complications of the problem) using incitements to class hatred and massacres as instruments for execution of their purpose. On this important question, then, there can be no compromise. Incidentally, it is interesting to learn that, while theoretically each man was to receive a parcel of land equivalent to an annual harvest of 5 piculs of rice, manipulation by office-holders took place on a pretty large scale with resultant inequalities as before.

RADICAL SOCIAL CHANGES

In conformity with radical land reforms, the Reds also introduced sweeping social changes into the territory under their control, chiefly in connection with marriage and divorce laws, which were rendered very lax after the Soviet model, and labour legislation. Harsh and undiscriminating measures upon offenders, plus the incom-

patibility of the new-fangled licence in social relations with traditional life and habits, however, rendered the Soviet innovations unpopular, and no more than 20 per cent. of them were ever really enforced. Private ownership of the comparatively large industries and trades was abolished, and only the very small traders could continue to operate. At the beginning of Red operation, all capital stock over \$500/- were confiscated to the Soviet authorities; later, when they faced greater distress, this figure was reduced to \$300/-.

PROPAGANDA ACTIVITIES

Propaganda has always been one of the most important weapons in the hands of the Communists. Hundreds of thousands of slogans preaching class war and the like were painted upon blank walls, so that the cumulative effect of these exhortations would ultimately and gradually convince the peasantry for instance, that their support of a capitalistic Government means starvation for them, and support for the Reds means their rice-bowl would always be full. As may be expected considerable skill and attention were devoted to teaching the young. Lenin primary schools, a war college for officers of the Red army, and a Soviet college for political training were established to propagate their principles. Young boys were even used as scouts and spies in their struggles against the Government forces. Two hundred of these youngsters were captured in all, during the final rout of the Kiangsi Communistbandits, and they have been handed over to the Kuikang Reformatory to undergo the requisite training for correcting their former Communist leanings.

FACING EXTERMINATION

Communism as an organized group defying the Government, is to-day, a thing of the past. Only a few scattered groups of rascals, who are bandits pure and simple, take advantage of the bad times to prey on scattered hamlets and outlying villages. But, strict military measures have almost wiped out the lot, and the "pao-chia" system of groups of families banding together for purposes of self-defence has further made the raids of these marauders more and more hazardous, as well as less profitable. So at least, it would certainly seem that there is a very pleasant prospect of peace in this sadly afflicted province from now on.

Altogether about 100,000 Kueis, which included women, children and impressed camp-followers, succeeded in making a sortie out of Kiangsi into the West, escaping through the points of junction of the provincial forces where co-ordinated resistance was weak.

This body appeared to have headed for Szechuen, but they had dwindled to only 40,000 upon entering Hunan (where the notorious Ho Lung himself is being hard pressed), and when they reached Kwelchow, the number of able bodied men left was only around 10,000. The Szechuen authorities are well prepared to keep them out of its borders, so that on the whole, one may consider the bulk of the Communists, bandit armies of Kiangsi as wiped out. At any rate, the Government forces have gained valuable experience in anti-Communist warfare during the past few years of struggle in Kiangsi, and such experience is reckoned as finally going to turn the scale instead of the indecisive series of victories and route which made up the previous years' story of anti-Red campaigns all over China. The collapse of Communism in Kiangsi is of the greatest significance as marking an unquestionable decline in the fortunes of the chiefest enemies to unification of all China. Subsequent reverses of Ho Lung, Kung Ho-Chung, Mao Tse-Tung, Peng Teh-Huai, Hsiao Ke in their respective strongholds elsewhere afford striking proof of this collapse.

(To be Continued)

LOCAL GOLF

The Bogey (Par) Pool competition played at Fanling (Old Course) on April 13-14, resulted in a win for G. C. Worrall (10), one down. There were sixteen entries. P. Morrison (80-8-72) qualified for the Adamson Cup (April) competition at Happy Valley. There were 12 entries.

LAST DAY OF WING ON'S SPRING SALE

WONDERFUL BARGAINS AT ALL DEPARTMENTS

BRITISH OPEN CHAMPIONSHIP
AMERICAN OPEN CHAMPIONSHIP
CANADIAN OPEN CHAMPIONSHIP
AUSTRALIAN OPEN CHAMPIONSHIP

JOINT RESOLUTION AT STRESA

Terms Of Communique

(Special to the "Hong Kong Daily Press" (Copyright).)

Stresa, April 14.
The deliberations of the three-Power conference were concluded on Monday noon at 12.30 but the anxiously awaited final communique was issued some hours later after the experts had put the finishing touches on it. The document which sums up the result of the discussions in guarded and well-constructed terms was divided into six sections and also contained a joint Anglo-Italian declaration reaffirming their obligations under the Locarno Treaty. The communique bears the heading "Joint resolution of the Stresa Conference" and says "The representatives of the Italian, French and British Governments have examined in Stresa the European situation in the light of the results of the exchange of views which have taken place within the past few weeks as well as of the decision taken by the German Government on March 16 and finally on the basis of information acquired by the British ministers during their recent visits to various capitals in Europe. After taking into due account the influence which this situation is bound to have on the policy envisaged by the agreements in Rome and London they found themselves in full agreement on various questions discussed."

FRENCH APPEAL

One, they agreed on a common line of action to be taken when the French appeal to the League of Nations will be dealt with;

2, the information which they have received strengthened their conviction that the negotiations concerning the security of Eastern Europe should be continued;

3, the representatives of the three governments again examined the Austrian situation. They reaffirmed the British, French and Italian declarations of February 17 and September 20, 1934 recognising the necessity of maintaining the independence and inviolability of Austria. With reference to the Rome protocol of January, 7, and the London communique of February 3, in which it was agreed to consult together if the integrity and independence of Austria is menaced, they decided to propose that the representatives of all Governments enumerated in the Rome protocol should assemble at the earliest possible date in order to conclude the Central Europe agreement;

4, as regards the proposed air convention for Western Europe the representatives of the Three Powers approved of the procedure proposed by the London communique and decided to continue to study this question with the aim of concluding the pact between the five Powers mentioned in the London communique as well as all bilateral agreements which may accompany the same;

ARMAMENTS QUESTION

5, when they came to the armaments question the representatives of the three Powers recalled that the London communique provided an agreement freely negotiated with Germany and is to replace the corresponding clauses of Part V of the Versailles treaty.

The actions of the German Government and Sir John Simon's conversations with the German Chancellor were carefully and seriously discussed. They regretfully observed that the method of unilateral renunciation applied by the German Government at the very moment when steps were being taken to attain a freely negotiated agreement on the armaments question tended to undermine the public faith and peaceful order of things.

The vast scope published in the programme of German rearmament which is already in process of being accomplished has, moreover, depreciated the estimated figures on which efforts for disarmament have hitherto been based and has shaken the hopes by which these efforts were inspired. The delegates of the three Powers nevertheless reaffirm their sincere desire to maintain peace by restoring the feeling of security and declare for their part that they will continue their earnest efforts to achieve co-operation in every practical attempt to promote international understanding by the limitation of armaments.

6, the delegates further took into consideration the desire of the States whose status in armaments

is determined by peace treaties, St. Germain, Trianon and Neuilly to obtain the revision of this status. They decided that the other interested States should be informed of this desire through diplomatic channels. They agreed to recommend to other interested States the examination of this question with the aim of regulating it by mutual understanding within the framework of general and regional security and guarantees.

LOCARNO TREATY

The following joint declaration concerning the Locarno Treaty was delivered by the representatives of Great Britain and Italy:

"The delegates of Italy and Great Britain, the Powers participating in the Locarno Treaty, only in the character of guarantors, formally reaffirm their obligations under this treaty and declare their intention of fulfilling them faithfully if unobscured. Inasmuch as these two Powers assumed these obligations towards all other signatories of the Locarno treaty, this joint declaration will be formally transmitted to the Governments of Germany and Belgium."

The communique concludes with the following statement: "The three Powers whose joint political aim is to maintain peace within the framework of the League of Nations are fully agreed in opposing by all practical means any unilateral repudiation of treaties calculated to endanger peace in Europe, and they will therefore act to this purpose in close and friendly co-operation."

Transocean Kuo Min.

CANTON NEWS IN BRIEF

Care Of Overseas Chinese

(From Our Special Correspondent)

Canton, April 15.
To take care of the welfare of the overseas Chinese, an Overseas Committee will be formed on May 1. The members are selected from high officials of the First Group Army, the Kwangtung Provincial Government, the South-west Political Council and the Canton Municipal Government.

In 1932, the number of overseas Chinese who returned to Kwangtung amounted to 325,597. For the present, the overseas Chinese are taken care of by the Provincial Department of Interior, which has established relief stations at Swatow, Canton and Hoihow. These places have altogether received 25,900 and obtained work for over 2,000. Over 1,700 were sent to hospitals for treatment. The Department of Interior has spent \$200,000 in taking care of these Chinese from abroad.

After the formation of the Overseas Committee, the Interior Department will hand the work over to the new body.

Social Evil in Canton

Canton has adopted in principle the abolition of prostitution, but the complete removal of this evil will take three years. This is the statement of Mr. Chang Yuen Fung, Municipal Commissioner of Social Affairs, in a weekly memorial address made this morning. He added that some years ago an attempt was made to register the number of inmates but for some reason this was not done.

Press reports stated that there are about 700 such girls in Canton city and harbour. The Municipal Government receives a yearly tax of about \$300,000 from this business but is said to be willing to forego it in the interests of public health and morals.

Charitable Generals

General Chen Tsai Tong, head of the First Group Army, had donated \$5,000 to the Poor House and a motor to generate electric power. General Yu Han Mou, G.O.C. of the First Army, has given a piece of land in East Bund for the use of the Poor House. The land is worth about \$10,000.

The inmates of the Poor House have increased to 4,581. More money is required for the maintenance of the House. During the first three months of this year, about 300 persons were received. Municipal Bureau of Social Affairs is in charge of the Poor

FRENCH APPEAL TO LEAGUE

German Views

(Special to the "Hong Kong Daily Press" (Copyright).)

Berlin, April 14.

The following statement concerning the French memorandum to the League of Nations was issued here on Sunday evening by a semi-official German news agency: "The first impression obtained on reading the French memorandum is that of the skilful pleading for the party who in fact stands arraigned at the bar. Regarding point one, it should be said: the fundamental tendency of the memorandum is to overlook the fact that no choice is left for Germany whose action is determined by the attitude of other States. On the one hand the utterances of the French ministers had for years past made it clear that France is not seriously intending to carry out her obligation to disarm. On the other hand Germany is artificially held up because of the constant varying of the proposals in order to detract her attention from the most elementary measures of security for her own territory."

During these years of repeated delays, dictated by insincerity, only one possibility is open to Germany and only one self-evident duty is incumbent on her, namely to carry on the preparations of her necessary defence in such a measure that at the same moment when the last hope is vanished of seeing the Versailles Treaty fulfilled by others she might be able immediately to take those steps in view of her rearmament which is rendered indispensable in view of Germany's situation.

PEACE SECURITY

Regarding point two: the memorandum cites the preamble of the League Covenant which guarantees peace security by League members. During the eight years of her membership in the League, Germany untiringly but vainly strove to have this part of the preamble applied also to herself.

As for point three: If Germany on entering the League pledged herself to observe the League's future military statute, she will continue to keep her pledge so long as the faintest hope remained that other Powers, in their turn, would loyally endeavour to establish such statute.

Only the conviction that this would never be accomplished in the sense of building up security for all, forced Germany to the inevitable sequence of events of her freedom of action.

Regarding point 4: France's assurances concerning her own disarmament have a jarring sound for German ears. Whereas Germany is only allowed a long service army of 100,000 men, France has created an army of several million trained reservists while her armaments industry has continued to perfect arms of all categories.

BOMBING PLANES

Reference in the memorandum to the French proposal of February 5, 1932 to place bombing planes at the disposal of the League of Nations awakens particularly disagreeable memories since it recalls France's offer to send the French troops to the garrison in the Saar during the Plebisite.

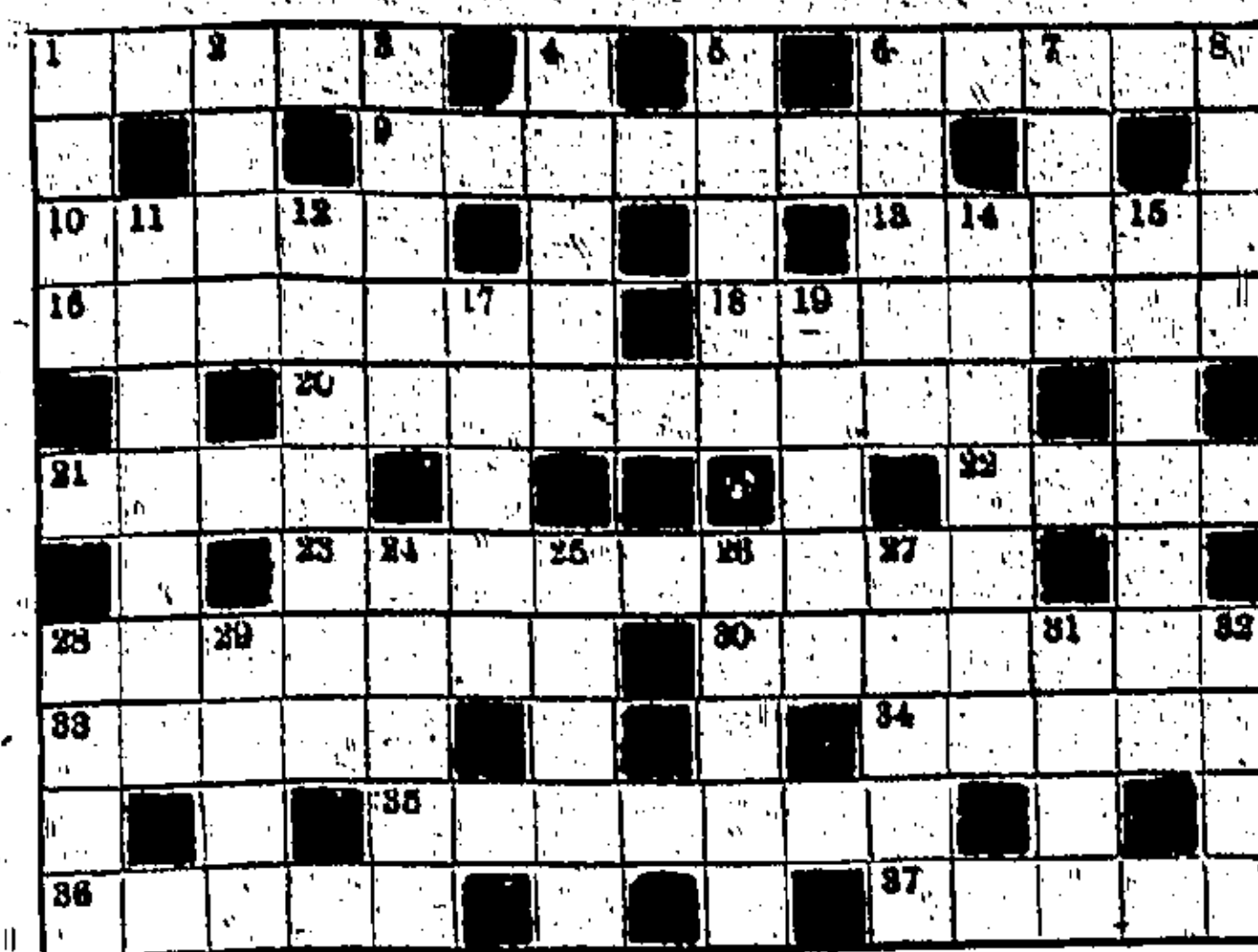
If the memorandum alludes in this connection to the well known declaration of December 11, 1932, the declaration in question brought about no change either in the methods or aims since arbitrary one-sided interpretation 'security' systematically prevented the progress of the disarmament problem.

Regarding point five: If the memorandum enunciates the principle that no negotiations are possible should one party patronize for herself, that which forms the object of negotiations, it may be replied that all French rearmament measures deprive the French of the right to defend this thesis. If France feels called upon to remind Germany of the "sacredness" of her obligations, imposed by the Versailles Treaty, it is only necessary to recall her obligation to disarm without delay, solemnly and voluntarily undertaken by France in concluding the Protocol of Locarno.

Transocean Kuo Min.

House. Those who can do some work are given jobs, and others of good health are given vocational training.

CROSSWORD PUZZLE



Note: Figures in parentheses indicate number of letters in the words required.

Across

- 1—Madness (5).
- 6—Representative of a little gentleman (5).
- 9—Withdraw, as regards the short treatise (7).
- 10—A grin in its early stages? (5).
- 13—Classical earth this (5).
- 18—Is proverbially aureate (7).
- 18—Examined carefully, and counted feet in a sense (7).
- 20—One of 52 on a plank is still quite flimsy (9).
- 21—How very silly! (4).
- 22—Such a customer should be avoided (4).
- 23—Garments not mentioned in polite society (9).
- 28—Cried down, and cried visibly (7).
- 30—Province of Canada (7).
- 33—Pale as a blir (5).
- 34—The farewell of Alphonse (5).
- 35—Superlatively close (7).
- 36—Would this sort of naval officer like to be called insignificant? (5).
- 37—Chosen (5).

Down

- 1—Untidy place for the troops to feed in (4).
- 2—Part of a foot—2 ins. to be exact (4).
- 3—Amphitheatre (5).
- 4—Mount but not climb (5).
- 5—It's nothing to the girl to rope a running horse (5).
- 6—Essence (5).
- 7—Deserve to find the Navy fin-

ally (4).

- 8—This amphibian is edible when in a hole (4).
- 11—Optical illusions in a grim sea (7).
- 12—A reproving discourse, maybe (7).
- 14—Stuck it out (7).
- 15—What we should feel after a satisfying meal (7).
- 17—Rough, even without its first letter (5).
- 19—This animal arrived before a good many (5).
- 24—Simpleton (5).
- 25—He comes of broken grade (5).
- 26—Horse, not a fishing vessel (5).
- 27—To grow less, the sailor had a meal! (5).
- 28—Discourage, in a sense (4).
- 29—Gossip (4).
- 31—Prevailing form of blaze (4).
- 32—Relative (4).

The following is the solution of yesterday's puzzle:

- Across.—1. Unconscionable; 9. Seaview, 10. Embrace, 11. Luz, 13. Duty, 15. Fraser, 16. Want-wit, 17. Duplex, 19. Spec, 21. Had, 24. Would-be, 25. Alabama, 28. Horrostricken.

- Down.—1. Upside-down, 2. Craft, 3. Nell, 4. Cow, 5. Oyez, 6. Albert, 7. Least, 8. Leprechaun, 12. Ultra, 14. Lax, 15. Fit, 16. Weeder, 18. Fluto, 20. Plank, 21. Heir, 22. Daft, 23. Nazi.

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DAILY SHARE QUOTATIONS

Hong Kong Stock Exchange Sharebrokers' Association

MONDAY, APRIL 15.				Sharebrokers' Association			
Buyers	Sellers	Bids	Volume	Buyers	Sellers	Bids	Volume
Banks							
11.250	H.K. Bank	...	...	11.250
...	Chartered Bank	...	...	...
...	Bank of East Asia	...	...	...
...	N. C. & S. Bank	...	...	...
...	Am. O. Fin. Corp.	...	...	...
...	Ch. Fin. Corp.	...	...	...
...	Prof. S.	...	...	...
Insurance							
...	Canton Insurance	...	...	...
...	Union Insurance	...	...	...
...	China Fire	...	...	...
...	H.K. Fire	...	...	...
...	International Assoc. S.	...	...	...
Shipping							
...	Douglas	...	...	...
...	Steamboats	...	...	...
...	Indos (prof.)	...	...	...
...	Do. (def.)	...	...	...
...	Shells	...	...	...
...	Waterboats	...	...	...
Mining							
...	Antamoks	...	...	...
...	Balabos	...	...	...
...	Baguio Gold	...	...	...
...	Benguet Consolidated	...	...	...
...	Do. Exploration	...	...	...
...	Do. Goldfield	...	...	...
...	Big Wedge	...	...	...
...	Gold River	...	...	...
...	Gold Creek	...	...	...
...	United Paracels	...	...	...
...	Salacot Mining	...	...	...
...	Lpo Mining	...	...	...
...	Logons	...	...	...
...	Kailans	...	...	...
...	Langkatas (single)	...	...	...
...	Explorations S.	...	...	...
...	Shanghai Loans	...	...	...
...	Raubs	...	...	...
...	Venezuela Gold Flds.	...	...	...
...	Docks, Wharves, Godowns, etc.	...	...	...
...	H.K. & K. Wharves (Cum. Rights)	...	...	...
...	Do. (Ex. Rights)	...	...	...
...	Do. (Rights)	...	...	...
...	Providents (old)	...	...	...
...	Do. (new)	...	...	...
...	H.K. & W. Docks	...	...	...
...	S. China Motors A	...	...	...
...	Do. "B"	...	...	...
...	Shanghai Docks S.	...	...	...
...	New Engineering S.	...	...	...
...	Hongkows S.	...	...	...
...	Land, Hotels, and Buildings	...	...	...
...	H.K. Hotels	...	...	...
...	H.K. Lands	...	...	...
...	Do. 4% Debentures	...	...	...
...	Shanghai Lands S.	...	...	...
...	Metropolitan Lands	...	...	...
...	H.K. Realities	...	...	...
...	China Do	...	...	...
...	Do. Debentures	...	...	...
...	Hanphreys	...	...	...
...	New Asia Hotel	...	...	...
...	Asia Realities "A" S.	...	...	...
...	Do. "B" S.	...	...	...
...	Chinese Estates	...	...	...
...	Cotton Mills	...	...	...
...	Swiss S.	...	...	...
...	Sing Cotton (old)	...	...	...
...	Do. (new)	...	...	...
...	Zong Sing S.	...	...	...
...	Wing On Textiles	...	...	...
...	Public Utilities	...	...	...
...	Tramways	...	...	...
...	Rock (new)	...	...	...
...	Do. (old)	...	...	...
...	Star Ferries	...	...	...
...	Yamutai Ferries	...	...	...
...	China Lights	...	...	...
...	H.K. Electric	...	...	...
...	Mosco do	...	...	...
...	Saudakan Lights	...	...	...
...	Telephones (old)	...	...	...
...	Do. (new)	...	...	...
...	China Buses S.	...	...	...
...	Tramways (old)	...	...	...
...	Do. (new)	...	...	...
...	Industries	...	...	...
...	Madabou Sugary	...	...	...
...	Calbeck, (ord.) S.	...	...	...
...	Macgregors (pref.) S.	...	...	...
...	Canton Ice	...	...	...
...	Deutsche	...	...	...
...	Kopps	...	...	...
...	Miscellaneous	...	...	...
...	Amusement	...	...	...
...	Ch. Elements	...	...	...
...	Constructions (old)	...	...	...
...	Do. (new)	...	...	...
...	Lane Crawford	...	...	...
...	Macintosh	...	...	...
...	Nanyang Tobacco	...	...	...
...	Sincere	...	...	...
...	Watson	...	...	...
...	Wm. Powell	...	...	...
...	M. Greyhounds	...	...	...
...	S. G. Motorcycles	...	...	...
...	Ch. G. S. 1934	...	...	...
...	H.K. Gov. 4% Loans	...	...	...
...	Do. 3%	...	...	...
...	Wallace Harper	...	...	...
...	H.K. Wing On	...	...	...
...	S'bal Do.	...	...	...
...	Vibro Piling	...	...	...

NEW YORK STOCK EXCHANGE

(Through Reuter's Agency)

QUOTATIONS

New York, April 14.

	High	Low	Close	Today's	Change
New York/London Cross-rate	4.84	4.84	4.85	1/2	up
New York Cotton—July	11.70	11.63	11.67	1/2	up
New York Rubber—July	11.50	11.45	11.48	1/2	up
Chicago Wheat—May	102	99 1/2	100 1/2	1/2	up
Chicago Corn—May	89 1/2	87 1/2	88 1/2	1/2	up
Montreal Silver—May	68.0	67.75	67.85	3/4	up
Silver—Official	—	—	68 1/2	3/4	unchanged

Dow Jones Averages	High—1933/34	Low	Apr. 13	Apr. 13	Change
30 Industrials	110.78	104.46	105.43	97	up
20 Rails	65.04	67.73	30.40	31	up
30 Utilities	37.73	14.97	17.58	39	up
40 Bonds	95.99	84.73	94.78	01	up
11 Commodity Index	85.45	41.98	59.31	50	up

Stock & Div.		Last Sale		Apr. 12 Apr. 13	
Adams Express	5	5 1/2	5 1/2	17 1/2	17 1/2
Alaska Jun (1.002)	17	17 1/2	17 1/2	17 1/2	17 1/2
Allis Chalmers	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Am. Brake Shoe	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Amer. Can (4)	118	119	119	119	119
Am. Comm. Alcohol	(25)	162	162	162	162
Am. Cyanamid "B"	(25dr.)	3 1/2	3 1/2	3 1/2	3 1/2
Am. For. Pwr	18	18 1/2	18 1/2	18 1/2	18 1/2
Am. For. Pwr. 7 1/2	18	18 1/2	18 1/2	18 1/2	18 1/2
Am. Locomotive	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Am. Metal Co.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Am. Radiator	13	13 1/2	13 1/2	13 1/2	13 1/2
Am. Smelting	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2
Am. Sug. Ref (2)	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Am. T. and T. (6)	106 1/2	107	107	107	107
Am. Tob "B" (5)	79 1/2	80	80	80	80
Am. Waterworks (1)	11	11 1/2	11 1/2	11 1/2	11 1/2
Am. Waterworks 36	59 1/2	60 1/2	60 1/2	60 1/2	60 1/2
Anaconda Copper	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Atch. T. and S. F.	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
Atlantic Ref (1)	24 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Atlas Corp.	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Auburn Automobile	18 1/2	19	19	19	19
Baltimore & Ohio	10 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Bendix Aviation	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Bethlehem Steel	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Boeing Airplane	6 1/2	7	7	7	7
Borden Co. (1.80)	23	23 1/2	23 1/2	23 1/2	23 1/2
Borg Warner (ldr.)	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
Case	52	52 1/2	52 1/2	52 1/2	52 1/2
Canadian Pacific	10	10 1/2	10 1/2	10 1/2	10 1/2
Caterpillar Tract	41 1/2	42 1/2	42 1/2	42 1/2	42 1/2
Ch. Nat. Bk. (1.40)	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
C.P. Corp. (2.50)	41	42	42	42	42
C.P. Corp. and	41	42	42	42	42
Ohio (2.80)	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Chrysler (1d)	35 1/2	36 1/2	36 1/2	36 1/2	36 1/2
Col. Gas & Elec.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Comm. Solv. (60)	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
Comm. Sthm.	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
cum. Pt. (6)	39 1/2	39	39	39	39
Congo-Naim. (1.60)	21 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Cons. Gas. N.Y. (2)	21 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Cons. Oil (23)	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2
Cont. Oil (25)	19 1/2	19 1/2	19 1/2	19 1/2	19 1/2
Cont. Prod (3)	68	66	66	66	66
Coty Inc.	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Cwn. Cork 2 1/2 P.	46	46	46	46	46
(2.70)	46	46	46	46	46
Curtiss Wright	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Curtiss Wright "A"	7 1/2	8	8	8	8
Delaware & Hudson	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Douglas Aircraft	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Du Pont (2.60)	92 1/2	93	93	93	93
East. Kodak (4)	—	—	—	—	—
Elec. Autolite Co.	20 1/2	21	21	21	21
Elec. Bond & Share	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Elec. Bond 5 1/2 P. (8)	43	45	45	45	45
Elec. Bond 5 1/2 P. (6)	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
Elec. Power & Light	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
For Film "A"	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2
Gen. Elec. (60)	23 1/2	24 1/2	24 1/2	24 1/2	24 1/2
Gen. Foods (1.80)	34 1/2	35	35	35	35
Gen. Motors (1d)	29 1/2	29 1/2	29 1/2	29 1/2	29 1/2
Gen. Ry. Sigs (1)	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2
Gillette Saf (1)	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Glidden Co. (1)	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2

* Bid † ex. div. ‡ possible mutilation

NEW YORK STOCK AND COMMODITY QUOTATIONS

(Through Reuter's Agency)

	Lost		April 15	
	Close	Open	10.20	10.40 11.00
Sterling, New York-London	485	—	485	485 1/2 485 1/2
Cotton: July	11.75	—	11.68	11.69 11.70
Cotton: October	11.41	—	11.38	11.38 11.39
Rubber: July	11.78	—	11.94	11.97 11.97
Rubber: September	11.93	—	12.08	12.06 12.03
Wheat: May	100 1/2	—	—	100 1/2 100 1/2
Wheat: July	100	—	—	99 1/2 99 1/2
Corn: May	88 1/2	—	88 1/2	88 1/2 88 1/2
Winnipeg Wheat May	89 1/2	—	—	89 1/2 89 1/2

NINGPO, SHANGHAI, Dairen & Newchwang	"NEUOHWANG"	On 16th Apr. 5 p.m.
Swatow, Shanghai & Tsingtao	"SUIYANG"	On 17th Apr. Noon
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"YUNNAN"	On 17th Apr. 3 p.m.
Amoy & Shanghai	"TAIYUAN"	On 17th Apr. 5 p.m.
Swatow & Shanghai	"KINGYUAN"	On 19th Apr. Noon
Hongkong, Pakhoi & Haiphong	"KWANGTUNG"	On 19th Apr. 3 p.m.
Bangkok	"NINGHAI"	On 19th Apr. Noon
Shanghai, Chefoo & Tientsin	"CHUNGKING"	On 20th Apr. 5 p.m.
Swatow, Shanghai & Tsingtao	"SZECHUEN"	On 21st Apr. Noon
Swatow & Bangkok	"KWEIYANG"	On 21st Apr. 3 p.m.
Shanghai, Dairen & Newchwang	"TAMING"	On 21st Apr. 5 p.m.
Foochow & Shanghai	"HUPEH"	On 21st Apr. 8 p.m.
Amoy, Swatow & Singapore	"ANSUN"	On 22nd Apr. Noon
Swatow, Shanghai & Tsingtao	"SOOCHOW"	On 24th Apr. Noon
Amoy & Shanghai	"TSINAN"	On 24th Apr. 5 p.m.
Hongkong, Pakhoi & Haiphong	"YOCOW"	On 26th Apr. 3 p.m.
Swatow & Shanghai	"KIUNGKOW"	On 26th Apr. 5 p.m.
Swatow, Shanghai & Tsingtao	"SHANTUNG"	On 28th Apr. 3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
 Agents.
 Telephone 30331.
 LADIES AND GENTLEMEN CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

To AUSTRALIA. Calling at Manila Thursday 1st, Cebu, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE & TAIPING (OIL BURNERS)

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Enjoy Your Leave in Australia and New Zealand. Hong Kong to Sydney—19 Days

FIRST CLASS FARE TO SYDNEY £76 RETURN

" " " LONDON (via Australia) from £127-16-0

(*Australian Newspapers on file*)

STEAMERS	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
CHANOTE	1st Port	16 April	19 April	5 May
TAIPING	9 May	17 May	30 May	5 June
CHANOTE	7 June	18 June	31 June	7 July
TAIPING	9 July	19 July	32 July	7 Aug.

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO., LTD.
 2027 and 2038, General Managers. F. & O. Building

Pres. Cleveland, Dollar's, May 7.

TO	STEAMSHIP	DATE
HONGKONG via SWATOW & SHANGHAI	"CHAESANG" "SANDVIKEN"	Fri., 18th Apr., at Noon Wed., 21st Apr., at Noon
SHANGHAI via SWATOW & NINGPO	"TINGSANG"	Wed., 17th Apr., at 4 p.m.
OSAKA via KOBE & AMOY	"KUTSANG"	Thurs., 18th Apr., at Day Light
OSAKA via MOY, SHAI & KOBE	"HOSANG"	Fri., 3rd May, at 8 a.m.
SINGAPORE, PENANG & CALCUTTA	"YUENSANG"	Fri., 19th Apr., at 5 p.m.
MANDAKAN	"HINSANG"	Thurs., 18th Apr., at Noon
TIENTSIN via SWATOW, SHANGHAI & CHEFOO	"YATSHING"	Wed., 17th Apr., at 4 p.m.

JARDINE, MATHESON & CO., LTD
GENERAL MANAGERS.

LONDON	...	1st June to 31st December	..	£30.0 0
		1st January to 31st May	...	£84.0 0
SHANGHAI	£5.
DAIREN	£12.
SINGAPORE	£9.

**To London, Rotterdam, Hamburg & Antwerp
via Straits & Colombo.**

Motor Vessel "GLENSHIEL"	...	...	...	30th April
Motor Vessel "GLENEARN"	...	...	...	28th May
Motor Vessel "GLENAMOY"	...	...	...	24th June

To Shanghai & Dairen.

Motor Vessel "GLENGARRY"	...	...	...	15th April
Motor Vessel "OLENEARN"	...	...	...	29th April

For further Freight and Passage, Particulars apply to
JARDINE, MATHESON & CO., LTD.
 Agents: **THE GLEN LINE, LTD.**

Cordillera, Jebson's, April 18.
Corfu, P. & O., April 39.
Feliz Rousael, Messageries', April 23.
Deucalion, B. & S., April 24.
Tourcoing, Thoresen's, April 24.
Kashima Maru, N.Y.K., April 27.
Pres. Harrison, Dollar's, April 27.
Boudan, P. & O., April 27.
Oder, Melchers', April 29.
Shantung, Gilman's, May 3.
Ranchi, P. & O., May 4.
President Hayes, Dollar's, May 11.
Mauritius and South Africa
Tinhaw, Bank Line, April 20.

Naples.
Cordillera, Jebson's, April 18.
Kashima Maru, N.Y.K., April 27.
Pres. Harrison, Dollar's, April 27.
President Hayes, Dollar's, May 11.
Javanese Prince, Furness, May 12.

Oran.
Tourcoing, Thoresen's, April 24.
Oder, Melchers', April 29.
Glenshiel, Jardine's, April 30.
Shantung, Gilman's, May 3.

Odessa.
Tourcoing, Thoresen's, April 24.
Shantung, Gilman's, May 3.

Panama.
Bengal Maru, N.Y.K., April 18.
Diomed, B. & S., April 17.
Mirzapore, P. & O., April 19.
Uma Maru, O.S.K., April 19.
Yuensang, Jardine's, April 19.
Corfu, P. & O., April 20.

Deucalion, B. & S., April 24.
Kashima Maru, N.Y.K., April 27.
Pres. Harrison, Dollar's, April 27.
Sirdhans, B.I. (Apost), April 27.
Maybashi Maru, N.Y.K., April 28.
Oder, Melchers', April 29.
Glenshiel, Jardine's, April 30.
Manju Maru, O.S.K., April 30.
Hai Lee, Thoresen's, May 2.
Himalaya Maru, O.S.K., May 2.
Shantung, Gilman's, May 3.
Ranchi, P. & O., May 4.
Adrastrus, B. & S., May 6.
City of Bristol, Bank Line, May 9.
President Hayes, Dollar's, May 11.
Conte Rosso, Lloyd Triestino, May 12.

Sudan.
Boudan, P. & O., April 27.

South American and Malta Ports.
Tourcoing, Thoresen's, April 24.
Shantung, Gilman's, May 3.

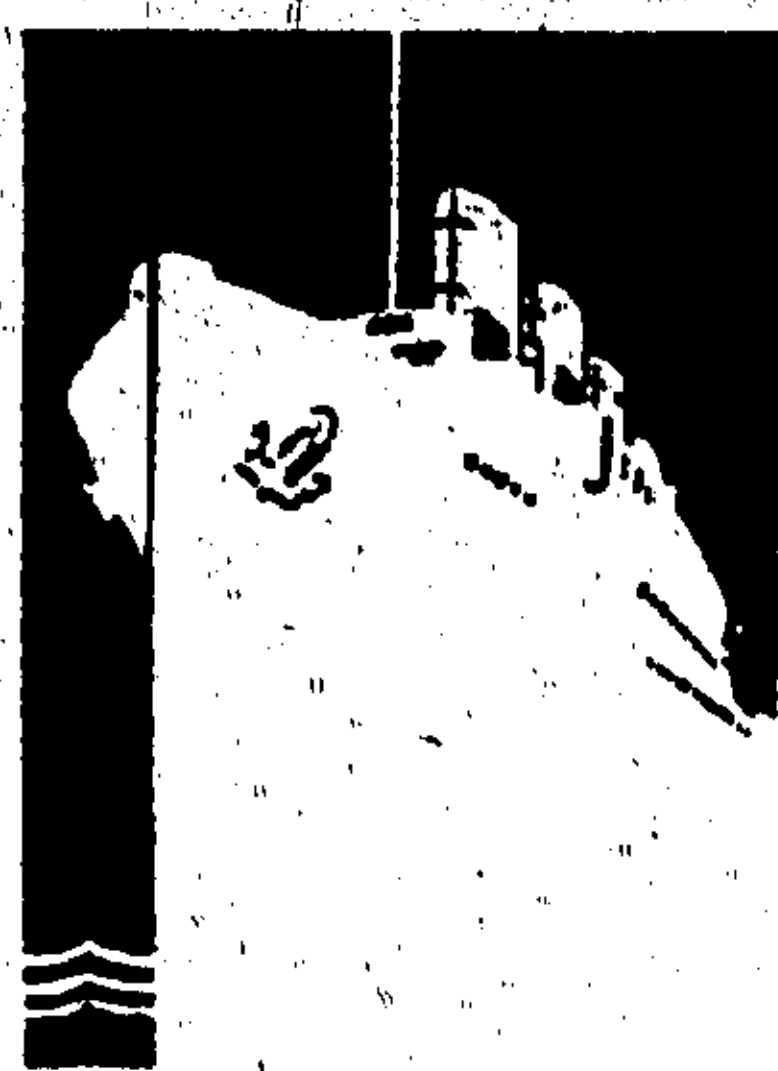
Suez.
Feliz Rousael, Messageries', April 23.
Kashima Maru, N.Y.K., April 27.
Pres. Harrison, Dollar's, April 27.
Oder, Melchers', April 29.
President Hayes, Dollar's, May 11.
Conte Rosso, Lloyd Triestino, May 12.

Tangier.
Corfu, P. & O., April 20.
Ranchi, P. & O., May 4.

Trinidad.
Conte Rosso, Lloyd Triestino, May 12.

Venice.
Conte Rosso, Lloyd Triestino, May 12.

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EMPRESS OF CANADA

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VICTORIA and VANCOUVER
via
SHANGHAI, KOBE, YOKOHAMA
and HONOLULU

12.00 NOON
FRIDAY, APRIL 19th

Steamers	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	Victoria	Vanouver
Empress of Russia	May 8	May 11	May 14	May 17	May 20	May 23	May 26	May 29
Empress of Japan	May 17	May 20	May 23	May 26	May 29	May 31	June 3	June 6
Empress of Asia	May 31	June 3	June 6	June 9	June 12	June 15	June 18	June 21
Empress of Canada	June 14	June 17	June 20	June 23	June 26	June 29	July 2	July 5
Empress of Russia	June 28	June 30	July 3	July 6	July 9	July 12	July 15	July 18
Empress of Japan	July 12	July 15	July 18	July 21	July 24	July 27	July 30	August 2

TO MANILA

EMPRESS OF RUSSIA ... April 25th.
EMPRESS OF JAPAN ... May 10th.

For further information please apply to:

CANADIAN PACIFIC

Telephone: Passenger 20752. GACANPAC: Passenger Dept.
Freight 20042. NAUTILUS: Freight Dept.
Canton Agents: JARDINE, MATHESON & CO., LTD.



GENERAL PASSENGER AGENTS IN THE ORIENT FOR
CUNARD WHITE STAR LINE.

'SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.
TATSUTA MARU ... Wednesday, 17th April, at 10 a.m.
ASAMA MARU ... Wednesday, 17th April, at 10 a.m.
TAIYO MARU ... Friday, 24th May

SEATTLE & VANCOUVER.
HEIAN MARU ... (Starts from Kobe) Monday, 29th April
HOKUWA MARU ... (Starts from Kobe) Monday, 30th May
LONDON, MARSEILLES, ANTWERP, ROTTERDAM
KASHIMA MARU ... Saturday, 27th April
YASUKUNI MARU ... Friday, 10th May

SYDNEY & MELBOURNE via Manila and Ports.
KAMO MARU ... Saturday, 27th April
KITANO MARU ... Saturday, 25th May

BOMBAY via Singapore, Penang and Colombo.
MAYEBAH MARU (Calls Karachi) Sunday, 25th Apr.
LISBON MARU (Calls Karachi) Monday, 6th May
GINYO MARU ... Saturday, 11th May

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUTO MARU ... Wednesday, 12th June

NEW YORK via Panama.
NARUTO MARU ... Thursday, 9th May
NAGARA MARU ... Tuesday, 4th June

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus.
Genoa and Valencia.

CALCUTTA via Singapore, Penang and Rangoon.
BENGAL MARU ... Tuesday, 16th Apr.
TOTTORI MARU ... Monday, 29th Apr.
TSUSHIMA MARU ... Tuesday, 7th May

SHANGHAI, KOBE & YOKOHAMA.
KITANO MARU (Nagasaki direct) Friday, 18th Apr.
SUWA MARU ... Saturday, 27th Apr.

† Cargo only.
TEL. 30291



FRENCH MAIL STEAMERS.
Sailings from Hong Kong:

To SHANGHAI—KOBE.	To MARSEILLES via Saigon, Singapore (Colombo, Djibouti (Aden), Suez, Port Said).
PORTHOS ... 31st April	FELIX ROUSSEL ... 23rd Apr.
CHENONORBAUX ... 4th May	PORTHOS ... 7th May
D'ARTAGNAN ... 18th May	CHENONORBAUX ... 21st May
ATHOS II ... 1st June	D'ARTAGNAN ... 4th June
ARABIS ... 14th June	ATHOS II ... 18th June
	ARABIS ... 2nd July

We can issue Through Tickets to Egypt, Straits Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.
For Full Particulars, apply to:—
Messageries Maritimes, 2 Queen's Building, 50

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 9,400 TONS;
THROUGH CARGO 8,600 TONS

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	Cargo for Through H.K. Ports.
Jenny Moller, 1,140	3,440
Haiching, 30	—
Foochow, 150	200
Taiyuan, 1,290	950
Yunnan, 1,290	950
Holhow, 400	1,900
Canton, 2,170	7,810
Ninghai, 1,450	750
Newchwang, 1,180	—
Kwaiyang, 400	1,900
Yatahsin, 400	1,900
Helikon, 1,180	—
Salon, 1,180	—
Tjinegara, 100	220
Norwegian, 100	220
Pronto, 100	220
Swatow, 1,500	2,200
Helkon, 1,500	2,200
Bangkok, 1,500	2,200
Total	9,410

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Haiching (Br.), Foochow	245
Taiyuan (Br.), Shanghai	184
Yunnan (Br.), Tongku	19
Holhow (Br.), Canton	28
Kwaiyang (Br.), Bangkok	22
Helikon (Br.), Saigon	172
Tjinegara (Dut.), Shanghai	517
Helkon (Nor.), Bangkok	49
Total	1,238

WARSHIPS IN PORT

The following warships were in port yesterday:—

Basin—Tamar.	
North Wall—Lowestoft.	
East Wall—Parthian, Rainbow, Phoenix and Barnet.	
North Arm—Medway, & S/Ms.	
West Wall—Hermes, Delight and Duncan.	
In Dock—Sandwich, Daring and Diamond.	
Talkoo Dock—Otus.	
Cosmopolitan Dock—Odin.	
No. 3 Buoy—Adventure.	
No. 6 Buoy—Cornwall.	

SHIPS IN HARBOUR

WHARVES

Kowloon:—Tatsuta Maru and Bintang.
Douglas Laprak:—Haiching.
Quarry Bay:—Tjinegara.
Saikong:—Wing Wo.
Chiu On:—Hydrangea.

DOCKS

Kowloon:—Kamli and Sylvia.
Talkoo:—H.M.S. Otus, King Lee, Liangchow, Nanning, Chung King.

BUOYS

No. A1—Tjinegara.
No. A7—Change.
No. A17—Lyeemoon.
No. B1—Yuen Sang.
No. B3—Kwaiyang.
No. B4—Mabella.
No. B5—Promise.
No. B6—Fingal.
No. B8—Fau Sang.
No. B9—Helkon.
No. B10—Fronto.
No. B12—Hellos.
No. B13—Hsin Ping.
No. B14—Ninghai.
No. B15—Talyuan.
No. B16—Katie Moller.
No. B19—Yunnan.
No. B21—Holhow.
No. B22—Hin Sang.
No. B26—Shinyu Maru.
No. C1—Prosper.
No. C2—Hengshan.

SHIPPING MOVEMENTS

The R.M.S. "Empress of Britain" on the round the world cruise arrived at Yokohama on April 4, leaves Yokohama on April 17, is due at Honolulu on April 24 and leaves Honolulu on April 28 for San Francisco and New York via Panama.

The s.s. "Naldera" left Singapore for this port on the 13th instant at 1 p.m. with the outward English Mails, and is due here on the 17th instant at about 8 a.m.

The s.s. "Burdwan" left Singapore for this port on the 14th instant at 11 a.m., and is due here on the 18th instant at about 5 p.m.

The B.I. steam ship "Takada" will leave for Amoy, Shanghai, Moji, Kobe and Osaka on or about Thursday, April 18, 1935, at 6 a.m.

The Blue Funnel Line steam ship "Tantalus" will arrive from Shanghai to-morrow.

The Blue Funnel Line steam ship "Diomed" will arrive from Shanghai to-morrow.

The Blue Funnel Line steam ship "Dardanus" will arrive from Singapore on 18th instant.

No. 12 Buoy—Bruce.
No. 13 Buoy—Grimsby.

FOREIGN

U. S. S. Canopus, & S/Ms.
U. S. S. Isabel.
Japanese—Saga.

ARRIVALS

15TH APRIL

Chak Sang, British steamer, 1,470 tons, Captain C. M. Boas, from Swatow, buoy No. B8.—J. M. & Co.

Ting Sang, British steamer, 1,233 tons, Captain E. L. Merrett, from Swatow, West Point Wharf.—Jardine, Matheson & Company.

Haguro Maru, Japanese steamer, 2,048 tons, Capt. Y. Tsurusaki, from Milke, buoy No. A11.—M. B. K.

Fau Sang, British steamer, 1,232 tons, Captain W. H. Bishard, from Shanghai, buoy No. B2.—J. M. & Co.

Holhow, British steamer, 1,629 tons, Captain W. L. Thomas, from Canton, buoy No. B21.—J. M. & Co.

Tonier, Norwegian steamer, 1,949 tons, Captain H. Kramso, from Saigon, buoy No. B17.—Dodwell & Co.

Hai Heng, Chinese steamer, 2,113 tons, Captain H. C. Wang, from Shanghai via Swatow, C. M. S. N. Wharf.—C. M. S. N. & Co.

Dakar Maru, Japanese steamer, 4,384 tons, Captain Sato, from Singapore, buoy No. A11.—N. Y. K.

14TH APRIL

Tai Yuan, British steamer, 2,100 tons, Captain J. K. Clark, from Shanghai via Amoy, buoy No. B15.—B. & S.

Yunnan, British steamer, 1,633 tons, Captain D. Wilson, from Tongku via Wei Hai Wei, buoy No. B19.—B. & S.

Ninghai, British steamer, 1,482 tons, Captain I. Newton, from Newchwang via Amoy, buoy No. B14.—B. & S.

Fingal, Norwegian steamer, 1,244 tons, Captain N. A. Ambjensen, from Ningpo, buoy No. B6.—Chiu Seng Hong.

Heng Shan, Chinese steamer, 1,146 tons, Captain E. E. Uistad, from Swatow, buoy No. C2.—Wallem & Co.

Foo Lee, Chinese steamer, 859 tons, Captain Yamaguchi, from Tsingtao, buoy No. B17.—Yee Tai Hong.

Tin Seng, Chinese steamer, 943 tons, Captain Kwok Shau, from K. C. Wan, Saikong Wharf.—Tai Fung & Co.

CLEARANCES

15TH APRIL

Duisburg, for Manila
Kaitangata, for Sama Bay
Jenny Moller, for Canton
Foo Lee, for Canton
Lyeemoon, for Saigon
Fingal, for Bangkok
Nanning, for Bangkok
Yunnan, for Canton
Holhow, for Shanghai
Chak Sang, for Canton
Ting Sang, for Canton
Hydrangea, for Swatow
Dakar Maru, for Yokohama

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"MIRZAPUR"	7,000	16th April	Straits, Colombo & Bombay.
"CORFU"	15,000	24th April	Marseilles and London.
"*SUDAN"	7,000	27th April	Mars, Haifa, London.
"RANCHI"	17,000	4th May	Bombay, Marseilles and London.
"NADDERA"	15,000	18th May	Bombay, Marseilles and London.
"*BURDWAN"	7,000	25th May	Mars, Haifa, London, H'g.
"*BANPURA"	17,000	1st June	Bombay, Marseilles & London.
"RAJPUTANA"	17,000	15th June	Bombay, Marseilles & London.
"*SOMALI"	7,000	22nd June	Mars, Haifa, London, H'g.
"*MANTUA"	11,000	29th June	Bombay, Marseilles & London.
"*CARTEAGE"	14,500	18th July	Bombay, Marseilles & London.
"*BANGALORE"	6,000	20th July	Bombay, Mars, London, Haifa.
"*RAWALPINDI"	17,000	27th July	Bombay, Marseilles & London.
"*KARAI-I-HIND"	11,000	10th Aug.	Bombay, Marseilles and London.
"*BHUTAN"	6,000	17th Aug.	Bombay, Mars, London.
"RANCHI"	17,000	24th Aug.	Bombay, Mars & London.
"NADDERA"	15,000	7th Sept.	Bombay, Mars & London.
"*BANPURA"	17,000	21st Sept.	Bombay, Marseilles & London.

* Cargo only. † Calls Cebu, Manila, Singapore, Penang & Calcutta.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pirene, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SIRDHANA"	8,000	27th Apr	Singapore, Penang & Calcutta
"TAKADA"	7,000	10th May	
"TILAWA"	10,000	24th May	
"SANTHA"	8,000	7th June	
"TALMA"	10,000	21st June	

† Calls Port Swettenham. * Calls Rangoon.
B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	7,000	3rd May	Manila, Rabaul, Brisbane.
"*TANDA"	7,000	1st June	Sydney, Melbourne & Hobart.
"*NANKIN"	7,000	8th July	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
Hong Kong to Sydney—10 days.
AUSTRALIA AND NEW ZEALAND for a Cheap Holiday (Sailing, Fishing, Shooting, Climates to Suit all Your English Money is worth 25% more).
No Additional Charge for Deck Cabins, Sun Deck Swimming Pool—Orchestra carried—Laundry—Surgons—Stewards.
E. & A. Cuisine and Service are unsurpassed.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	18th Apr	Shanghai, Kobe & Yokohama.
"NADDERA"	15,000	18th Apr	Amoy, Shanghai, Moji, Kobe & Osaka.
"*BURDWAN"	7,000	19th Apr	Shanghai, Kobe & Yokohama.
"*BANPURA"	17,000	2nd May	Shanghai, Moji, Kobe & Osaka.
"TILAWA"	10,000	2nd May	Shanghai, Moji, Kobe & Osaka.
"*TALMA"	10,000	5th May	Shanghai, Moji, Kobe & Osaka.
"*SOMALI"	7,000	14th May	Shanghai, Moji, Kobe & Osaka.
"RAJPUTANA"	17,000	18th May	Shanghai, Moji, Kobe & Osaka.
"SANTHA"	8,000	18th May	Shanghai, Moji, Kobe & Osaka.
"MANTUA"	11,000	30th May	Shanghai, Moji, Kobe & Osaka.
"*TALMA"	10,000	30th May	Shanghai, Moji, Kobe & Osaka.
"*NANKIN"	7,000	6th June	Shanghai, Moji, Kobe & Osaka.
"*BANGALORE"	6,000	11th June	Shanghai, Moji, Kobe & Osaka.
"*CARTEAGE"	14,500	12th June	Shanghai, Moji, Kobe & Osaka.
"SIRDHANA"	8,000	12th June	Shanghai, Moji, Kobe & Osaka.
"*RAWALPINDI"	17,000	27th June	Shanghai, Moji, Kobe & Osaka.
"TAKADA"	7,000	27th June	Shanghai, Moji, Kobe & Osaka.
"NELLORE"	7,000	4th July	Shanghai, Moji, Kobe & Osaka.
"*BHUTAN"	6,000	10th July	Shanghai, Moji, Kobe & Osaka.
"*KARAI-I-HIND"	11,000	11th July	Shanghai, Moji, Kobe & Osaka.
"*BEHAR"	6,000	24th July	Shanghai, Moji, Kobe & Osaka.

* Cargo only.

All dates are approximate and subject to alteration without notice.
All cabins are fitted with Electric Fans or Punks Louvre Ventilation.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 30 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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M.V. "SHANTUNG" ... 3rd May
M.V. "NANKING" ... 3rd June

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M.V. "NANKING" ... 25th April
M.V. "AGRA" ... 2nd May

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M.V. "INCOMATI" ... from Calcutta 4th June; ... from Colombo 16th June
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